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APPENDICES

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Appendix B: Air Quality Analysis (without Appendices)

Appendix C: Biological Constraints Analysis, Breeding Owl Season Survey Report, and Jurisdictional Delineation

Appendix D: Cultural Resources Assessment

Appendix E: Engineering Geologic and Geohazards Assessment Report
Report of Geotechnical Investigation—Proposed Home Depot

Appendix F: Phase I Environmental Site Assessment (without Appendices)

Appendix G: Water Quality Impact Analysis Report

Appendix H: Noise Impact Analysis (without Appendices)

Appendix I: Sewer Capacity Study and Flow Study and Recommendation for a Sewage Lift Station

Appendix J: Traffic Impact Analysis (without Appendices)

TECHNICAL REPORTS – Available for review at the City of Long Beach, Department of Planning and Building

Air Quality Analysis (with Appendices)

Phase I Environmental Site Assessment with Preliminary Methane Soil Gas and Air Sampling (with Appendices)

Preliminary Hydrology Study

Noise Impact Analysis (with Appendices)

Traffic Impact Analysis Report (with Appendices)

Alternatives Analysis Supporting Data

1.0 EXECUTIVE SUMMARY

INTRODUCTION

This Executive Summary has been prepared according to the California Environmental Quality Act (CEQA) Guidelines Section 15123 for the City of Long Beach Environmental Impact Report (EIR) for the proposed Home Depot project. This EIR has been prepared by the City of Long Beach to analyze the proposed project's potential impacts on the environment; to discuss alternatives; and to propose mitigation measures for identified potentially significant impacts that will minimize, offset, or otherwise reduce or avoid those environmental impacts.

1.1 SUMMARY OF PROJECT DESCRIPTION

The proposed project requires Site Plan Review, a Conditional Use Permit, a Local Coastal Development Permit, a Standards Variance (open space, flagpole, and curb cuts), and a Tentative Parcel Map to develop a Home Depot design and garden center, additional commercial retail buildings, a restaurant, parking, and associated site improvements. The project has a total of 157,529 square feet of commercial space, including a 104,886-square-foot home improvement store with a 34,643-square-foot garden center; a 6,000-square-foot sit-down restaurant with an approximately 2,050-square-foot outdoor eating area; and 12,000 square feet of other retail uses. A total of 742 parking spaces are proposed for the development consistent with City of Long Beach Zoning Code requirements. The net development site is 16.7 acres.

The Pacific Energy receiving and pump station in the northern portion of the site will remain in place after construction of the project. This area will consist of a lined retention basin that contains the cutter stock oil AST, a heating unit, two cylindrical natural gas tanks, a lube oil tank, pumps, the equipment room, and associated piping. The facility occupies approximately 1.1 acres of the 17.8-acre parcel. In addition, the existing aboveground pipelines connecting this area to the Pacific Energy tanks (via the central portion of the site) will be rerouted through the property.

The Pacific Energy distribution facility will be separated from the commercial portion of the project site by a 12-foot-high masonry block or concrete wall. A new gate into the pump station will be constructed on the northwest side of the station for maintenance and operations access by Pacific Energy personnel. In addition, a 12-foot-high concrete containment wall will be installed around the existing cutter tank immediately south of the pump station.

Development of the retail-commercial center includes the provision of necessary infrastructure, including drainage, sewage disposal, water, solid waste, electricity, natural gas, and telecommunications. Project construction includes installation of a 4-inch gas line connecting the development to an existing 14-inch gas line at the intersection of Studebaker Road and Seventh Street or to the existing 16-inch gas line in Studebaker Road. Project construction also includes a sewer line extension in Vista Avenue, installation of a force main mounted to the Loynes Drive Bridge, and either a lift station or a lift station with a storage tank and odor control system.

The proposed project includes improvements to the streetscape along the east side of Studebaker Road. Curb, gutters, and a 10-foot-wide (minimum) sidewalk compliant with Americans with Disabilities Act (ADA) standards will be installed adjacent to the project site. Additional improvements to the surrounding circulation system will be constructed as part of project implementation.

1.2 ALTERNATIVES

The following alternatives to the proposed project were selected for consideration, including the No Project Alternative and alternative sites as required by CEQA:

- Alternative 1: No Development/No Build Alternative
- Alternative 2: Reduced Project Alternatives
- Alternative 3: No Project/Existing Zoning: Warehouse
- Alternative 4: No Project/Existing Zoning: Light Industrial

The No Project/No Development Alternative is environmentally superior to the proposed project because there are no physical impacts that would result from implementation of this alternative. If there were no changes to the existing conditions on the site, there would be no increase in traffic, noise, construction or operational air emissions, or solid waste generation; however, there are projected changes with the proposed project.

The CEQA Guidelines require that if the environmentally superior alternative is the No Project Alternative, "the EIR also identify an environmentally superior alternative among the other alternatives" (CEQA Guidelines Section 15126.6[e][2]). The Environmentally Superior Alternative, in terms of direct physical effects on the environment, is the Reduced Project Alternative.

The Reduced Project Alternative would reduce the number of, but not completely avoid, significant project-related impacts to traffic and operational air quality. The trip generation of the Reduced Project Alternative is less than the proposed project trip generation for both the weekday and weekend peak hours. The Reduced Project Alternative would result in two fewer significantly impacted intersections during the weekday peak hours and one fewer impacted intersection in the weekend peak hour compared with the proposed project. All study area intersections would operate with an improved or equivalent level of service with implementation of the Reduced Project Alternative compared with the proposed project. The Reduced Project Alternative, however, has significant traffic effects during the weekend peak hour. The Reduced Project Alternative also results in fewer significant air quality effects compared to the proposed project and Light Industrial Alternative.

The alternatives analysis is described in greater detail in Chapter 6.0, Alternatives.

1.3 AREAS OF CONTROVERSY

Pursuant to State CEQA Guidelines, Section 15123, this EIR acknowledges the areas of controversy and issues to be resolved that are known to the City of Long Beach or were raised during the scoping process. Major issues and concerns raised at the scoping meeting included: (1) potential traffic impacts on Studebaker and Loynes; (2) potential safety issues resulting from proximity to residential neighborhoods and schools; (3) potential impacts to nearby wetlands; (4) potential health risks associated with increased emissions from vehicular traffic; and (5) potential quality of life issues related to possible noise from operation of the commercial center.

The Draft EIR addresses each of these areas of concern or controversy in detail, examines project-related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures designed to reduce or eliminate potentially significant impacts. Appendix A includes the Notice of Preparation, a summary of the verbal comments at the scoping meeting, and copies of written comments received.

1.4 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

The proposed project will result in significant unavoidable adverse impacts related to air quality, solid waste disposal capacity in Los Angeles County, and traffic and circulation. Chapter 8.0 provides a detailed summary of the impacts that are considered significant and unavoidable after all mitigation is applied. These impacts are also described in detail in Chapter 4.0, Existing Environmental Setting, Environmental Analysis, and Impacts and Mitigation Measures. A brief description of each significant unavoidable impact is provided below.

Air Quality

Construction air quality impacts related to construction equipment/vehicle emissions during demolition and grading periods and fugitive dust will remain significant and adverse even with implementation of mitigation measures and compliance with applicable rules and regulations.

The proposed project will also result in long-term air emissions associated with stationary sources (i.e., resulting from natural gas consumption) and mobile sources (e.g., vehicular traffic). Emissions from the project-related mobile sources would exceed CO, ROC, and NO_X thresholds based on emission factors for 2004. Implementation of Mitigation Measure 4.2.9 will not substantially reduce any long-term air quality impacts of the project. Therefore, long-term impacts remain significant and adverse.

Construction of the proposed project, in conjunction with other planned developments within the cumulative study area, would contribute to the existing nonattainment status in the South Coast Air Basin (Basin). Therefore, the proposed project would exacerbate nonattainment of air quality standards within the Basin and contribute to adverse cumulative air quality impacts.

Public Services and Utilities

Due to the existing deficiency in long-term waste disposal capacity at waste disposal facilities in Los Angeles County, cumulative project impacts associated with solid waste disposal capacity at Class III landfills will remain significant and unavoidable.

Traffic and Circulation

The following project intersection impacts cannot be mitigated. Therefore, these project impacts remain significant and adverse.

Weekday Peak Hour

- Studebaker Road/SR-22 westbound ramps

Weekend Midday Peak Hour

- PCH/7th Street
- PCH/2nd Street

1.5 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.A identifies the project environmental impacts, proposed mitigation measures, and level of significance after mitigation is incorporated into the project. The table also identifies cumulative impacts resulting from build out of the proposed project in conjunction with the approved and pending cumulative projects. Environmental topics addressed in this EIR include: Aesthetics, Air Quality, Biological Resources, Cultural and Paleontological Resources, Geology and Soils, Hazardous Materials, Hydrology and Water Quality, Land Use, Noise, Public Services and Utilities, and Transportation and Circulation.

Refer to Section 2.4 of this EIR for a discussion of additional effects found not to be significant through preliminary analysis and the scoping process.

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
4.1: AESTHETICS		
Effects on Scenic Vistas. All areas surrounding the project site are developed for urban uses with the exception of the Los Cerritos Wetlands and two small parcels of land adjacent to the project site. The project site would not disrupt or affect views from an interpretive center built on the site because it is located to the east. Likewise, the proposed project will not disrupt any scenic vistas or viewsheds visible on the Los Cerritos Wetlands from the interpretive center. There are no additional aesthetic or visual resources located on site or in the surrounding vicinity that have been designated in any City or other agency policy or plan. The effect of the proposed project on any scenic vistas that may exist from a distant off-site area is not considered adverse, and no mitigation is necessary	No mitigation is required.	Less than significant
Effects on Scenic Resources. The Los Cerritos Wetlands are located south of the storage tank farm operated by Pacific Energy and across the Los Cerritos Channel south of the project site. The nearest portion of the wetlands area is approximately 200 feet southwest of the project site. The distance between the two land uses provides a sufficient buffer to protect the wetlands from any light, glare, and shade emanating from the project site. Therefore, project impacts to the visual and scenic quality of the Los Cerritos Wetlands are considered less than significant, and no mitigation is required. Studebaker Road, located adjacent to the project site, is not a designated State scenic highway. There are no scenic rock outcroppings located within the project limits. Project impacts to scenic resources in the vicinity of the project site are considered less than significant, and no mitigation is required.	No mitigation is required.	Less than significant
Visual Character. The proposed project will replace five of the six existing ASTs with a commercial shopping center. It provides benefits to views from the public rights-of-way because of landscaping improvements, high-quality building materials, and consistent integrated architecture. The comparable heights of project buildings, modern architectural design, and substantial landscape elements are shown in simulated views based on proposed project plans and indicate that potential impacts to the aesthetic character of the surrounding area are reduced to below a level of significance for all vantage points analyzed in this section.	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
Light and Glare. The project area is presently characterized by a relatively low level of nighttime lighting used primarily for security purposes and street lights along Studebaker Road. The proposed project will involve nighttime operations, and lighting will be necessary. Photometric analysis of project lighting available for review at the City of Long Beach Department of Planning and Building shows that spill light is reduced to a maximum of 0.3 fc at 50 feet from the project boundary and a maximum of 0.1 fc at 100 feet from the project boundary. Mitigation Measures 4.1.1 and 4.1.2 are precautionary measures intended to further prevent any potentially adverse impacts from spill light or glare. With incorporation of these measures, any potentially significant impacts from spill light and glare generated by the proposed project are reduced to below a level of significance.	**4.1.1** The preliminary lighting plan shall be finalized as part of subsequent refinements in the site master planning process. The plan shall be designed to prevent light spillage in excess of that which has been referenced and analyzed in this EIR. A qualified lighting engineer/consultant to the City of Long Beach Department of Planning and Building shall verify that the plan calls for energy-efficient luminaries that control light energy and for exterior lighting to be directed downward and away from adjacent streets and adjoining land uses in a manner designed to minimize off-site spillage. Prior to issuance of building permits, the lighting plan shall be reviewed and approved by a City of Long Beach Director of Planning and Building, demonstrating that project lighting is consistent with this EIR. **4.1.2** Prior to issuance of certificates of occupancy, the City of Long Beach Building Official shall verify that the lighting plan restricts operational hours as follows: 100 percent illumination from dusk to close of commercial activities; 50 percent illumination from the close of commercial activities until one hour after close time; and only security-level lighting from one hour after closure until dawn.	Less than significant
4.2: AIR QUALITY		
Construction Emissions. Air quality impacts would occur during construction of the proposed project from soil disturbance and equipment exhaust. Major sources of emissions during demolition, grading, and site preparation include: (1) exhaust emissions from construction vehicles; (2) equipment and fugitive dust generated by construction vehicles and equipment traveling over exposed surfaces; (3) demolition activities; and (4) soil disturbances from grading and backfilling. Construction impacts related to air quality include the following: • It is anticipated that emissions during structure construction would be below the peak grading day emissions; impacts related to construction would be less than significant.	**4.2.1** The City of Long Beach shall ensure that the project complies with South Coast Air Quality Management District (SCAQMD) Rule 1166 with regard to the handling of potential VOC-contaminated soils during construction. Prior to issuance of building permits, the City of Long Beach Building Official shall verify that construction plans include a statement stipulating that the construction contractor shall be responsible for compliance with applicable SCAQMD Rules and Regulations.	Significant and adverse

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
• During peak grading days, total construction emissions of NO_X and PM10 would exceed the daily thresholds established by the SCAQMD even with Mitigation Measures 4.2.1 through 4.2.8 implemented. • During demolition and regular grading days, NOX emissions would exceed the thresholds as well. • Emissions of other criteria pollutants would be below the thresholds. • Architectural coatings contain volatile organic compounds (VOC) that are similar to ROC and are part of the O_3 precursors. Although no detailed architectural coatings information is available for the project, compliance with the SCAQMD Rules and Regulations on the use of architectural coatings is sufficient to reduce project impacts to a less than significant level.	**4.2.2** The City of Long Beach shall ensure that the project complies with regional rules that assist in reducing short-term air pollutant emissions. SCAQMD Rule 403 requires that fugitive dust be controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable dust suppression techniques from Rule 403 are summarized below. The City of Long Beach Building Official shall ensure that notes are included on grading and construction plans and referenced in the Construction Contractor's Agreement stipulating that the construction contractor shall be responsible for compliance with SCAQMD Rules 402 and 403. Applicable Rule 403 measures include the following requirements: • Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more). • Water active sites at least twice daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.) • All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) Section 23114 (freeboard means vertical space between the top of the load	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	and top of the trailer). • Pave construction access roads at least 100 feet onto the site from the main road. • Traffic speeds on all unpaved roads shall be reduced to 15 mph or less. **4.2.3** The City of Long Beach Building Official shall ensure that construction documents and the Construction Contractor's Agreement require use of dust suppression measures in the SCAQMD *CEQA Air Quality Handbook* during grading and construction. The construction contractor shall be responsible for implementation of dust suppression measures. • Revegetate disturbed areas as quickly as possible. • All excavating and grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 mph. • All streets shall be swept once per day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water). • Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash trucks and any equipment leaving the site each trip. • All on-site roads shall be paved as soon as feasible, watered periodically, or chemically stabilized. • The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times.	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	4.2.4 The construction contractor shall select the construction equipment used on site based on low-emission factors and high energy efficiency. Prior to issuance of grading and building permits, the City of Long Beach Building Official shall verify that grading and construction plans include a statement that all construction equipment will be tuned and maintained in accordance with manufacturers' specifications. **4.2.5** Prior to issuance of grading permits, the City of Long Beach Building Official shall verify that construction and grading plans include a statement that the construction contractor shall utilize electric- or diesel-powered equipment in lieu of gasoline-powered engines where feasible. **4.2.6** Prior to issuance of grading and building permits, the City of Long Beach Building Official shall verify that grading and construction plans include a statement that work crews will shut off equipment when not in use. During smog season (May through October), the overall length of the construction period will be extended, thereby decreasing the size of the area prepared each day, to minimize vehicles and equipment operating at the same time. **4.2.7** Prior to issuance of grading permits, the City of Long Beach Building Official shall verify that construction and grading plans include a statement stipulating that the construction contractor shall time construction activities so as to not interfere with peak-hour traffic and minimize obstruction of through-traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways.	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	4.2.8 Prior to issuance of grading permits, the City of Long Beach Building Official shall verify that construction and grading plans include a statement stipulating that the construction contractor shall support and encourage ridesharing and transit incentives for the construction crew.	
Emission Thresholds for Pollutants with Regional Effects. Long-term air emission impacts are those associated with stationary sources and mobile sources involving any project-related change. The proposed commercial use would result in both stationary and mobile sources. The stationary source emissions from the commercial uses would come from the consumption of natural gas. Long-term operational emissions associated with the proposed project result from additional automobile trips generated by the project. Emissions from the project-related mobile sources would exceed CO, ROC, and NO_X thresholds based on emission factors for 2004. Emissions of SO_2 and PM_{10} would not exceed their respective thresholds. Therefore, project-related long-term air quality impacts would be significant. Because most of the project's air quality impacts are generated by vehicle emissions, implementation of Mitigation Measure 4.2.9 will not substantially reduce any long-term air quality impacts of the project. Therefore, long-term impacts remain significant and adverse.	**4.2.9** The City of Long Beach shall ensure that the project complies with Title 24 of the California Code of Regulations established by the Energy Commission regarding energy conservation standards. During Plan Check, the City of Long Beach Building Official shall verify that the following measures are incorporated into project building plans: • Trees will be planted to provide shade and shadow to buildings • Energy-efficient parking lot lights, such as low-pressure sodium or metal halide, will be used • Solar or low-emission water heaters shall be used with combined space/water heater units where feasible • Double-paned glass or window treatment for energy conservation shall be used in all exterior windows where feasible • Buildings shall be oriented north/south where feasible.	Significant and adverse
Local Microscale Concentration Standards. Vehicular trips associated with the proposed project would contribute to the congestion at intersections and along roadway segments in the project vicinity. Localized air quality effects would occur when emissions from vehicular traffic increase in local areas as a result of the proposed project. The primary mobile source pollutant of local concern is CO. CO is a direct function of vehicle idling time and, thus, traffic flow conditions. The proposed project would contribute to increased CO concentrations at intersections in the project vicinity; however, all 11 intersections analyzed would have one-	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
hour and eight-hour CO concentrations below the federal and State standards. The existing CO concentrations are from current traffic in the vicinity of these intersections. Furthermore, it is anticipated that emissions in the future years, including CO, will decrease with technology advancements in vehicular engine technology. The increase in traffic volumes would not outweigh the reduction in emission factors. The proposed project would not have a significant impact on local air quality for CO, and no mitigation measures would be required		
4.3: BIOLOGICAL RESOURCES		
Sensitive Species. • Plants. No sensitive plant species or natural communities were observed at the project site or within Los Cerritos Channel (adjacent to the Loynes Street bridge) during the field surveys. No sensitive plant species or natural communities are expected to occur on site or within Los Cerritos Channel (adjacent to the Loynes Street bridge) due to lack of suitable habitat. The project area has been heavily disturbed and contains sparse ruderal vegetation. Due to the generally disturbed condition and absence of sensitive plant species in the project area, impacts to vegetation are less than significant, and no mitigation is required. • Wildlife. The focused burrowing owl surveys determined that burrowing owls are not expected to be year-round residents at the project site, and are expected to be absent as a breeding bird at the project site. No other sensitive wildlife species identified in the records search were observed at the project site, nor are any expected to occur due to lack of suitable habitat. Therefore, no significant adverse impacts to wildlife species would result from implementation of the proposed project, and no mitigation is required.	No mitigation is required.	Less than significant
Wildlife Movement Corridors. The project site potentially allows for wildlife movement to a limited extent due to its proximity to the Los Cerritos Wetlands. The project site may be used as a migration stop or brief dispersal refuge for migrating birds along the coastline. However, because the project site is disturbed, located within an urban setting, and separated from the adjacent Los Cerritos Wetlands by roadways, it is not considered an integral component of any wildlife movement corridors in the area. Therefore, potential impacts to wildlife movement are less than significant, and no mitigation is required.	No mitigation is required.	Less than significant
Potential Jurisdictional Wetlands. No potential jurisdictional wetlands were identified at the project site or within the portion of the Los Cerritos	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
Channel near the proposed sewer line construction. Therefore, potential impacts to jurisdictional wetlands as a result of the proposed project are less than significant, and no mitigation is required. • Los Cerritos Wetlands. The project site is currently developed with industrial uses and is separated from the Los Cerritos wetlands by a major arterial (Studebaker Road). Implementation of the proposed project would not result in any significant adverse effects to the Los Cerritos Wetlands from project sources such as traffic, light, and noise. These sources already exist and are not expected to increase substantially. Therefore, no mitigation measures are required.		
Federally Protected Waters. The jurisdictional delineation identified the limits of both potential Corps nonwetland waters of the U.S. and CDFG streambed jurisdiction at the Los Cerritos Channel just north of the Loynes Drive bridge**.** Sewer line construction across the Los Cerritos Channel would occur above and outside potential jurisdictional limits, and the installation of the sewer line will not include any work within the channel itself. Therefore, the construction of the sewer line would not impact jurisdictional areas and would not be subject to agency jurisdiction. However, construction activity for the sewer line will be in very close proximity to the Los Cerritos Channel, and construction activity at the project site will come very close to the channel banks of the two artificial water supply channels located off site to the north and south of the project site, which are also potentially jurisdictional. Implementation of precautionary protective barriers as described in Mitigation Measure 4.3.1 would prevent any incidental discharge of fill, debris, or other material into the Los Cerritos Channel and the two adjacent water supply channels and would reduce potential impacts to jurisdictional waters to less than significant levels.	**4.3.1** Prior to commencement of demolition or grading activities, the construction contractor shall install protective barriers (e.g., snow or silt fencing) between the project site and the adjacent water supply channels and along both banks of the Los Cerritos Channel north of the Loynes Drive bridge. Prior to issuance of demolition permits, the City of Long Beach Environmental Officer shall verify that a qualified biologist has been retained by the City of Long Beach to supervise the installation of the barriers and ensure that the barriers are installed in the proper location and are clearly visible to equipment operators and other construction personnel. The barriers shall be a bright color (e.g., fluorescent orange) to ensure clear visibility. No construction activity shall occur beyond the limits marked by the barriers, and the construction contractor shall ensure that no construction debris, trash, or other material passes beyond the barriers. The City-retained biologist shall monitor the site on a weekly basis throughout project construction and file written reports on the condition of the barriers to the City of Long Beach Environmental Officer on a monthly basis. The cost of the biologist shall be reimbursed by the applicant.	Less than significant
Ordinances, Plans, and Policies. The City of Long Beach has a tree ordinance that applies to City-owned trees. A ministerial permit would be	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
required if the project would require removal of trees from City-owned property. However, no City-owned trees will be removed as part of the project, and no mitigation is required.		
Habitat Conservation Plan, Natural Community Conservation Plan. There is no adopted HCP, NCCP, or other habitat conservation plan in the City of Long Beach; therefore, the project will not conflict with any such plans. The project site is located within the coastal zone and is subject to the requirements of the City's Local Coastal Program.	No mitigation is required.	Less than significant
4.4: CULTURAL AND PALEONTOLOGICAL RESOURCES		
Historical Resources. At the present time, the two oldest tanks on the project site, Tank Nos. 1 and 2, are 49 years old, and not considered to be historic under CEQA. Since the tanks will most likely reach 50 years of age prior to demolition, the Alamitos Tank Farm was recorded on State of California Record Forms (DPR 532 Forms) in order to document their presence, relationship, and condition. Because the tanks are not distinctive in their design, are not associated with events of significance, and are not likely to yield important historic information, they and the Alamitos Tank Farm as a whole are considered not important under CEQA and not eligible for listing on the California Register of Historical Resources. Therefore, no mitigation is required for impacts to historical resources on site.	No mitigation is required.	Less than significant
Paleontological Resources. The site is located within an area of recent Quaternary alluvial sediment brought to the area by the San Gabriel River and surrounded by bedrock exposures of Late Pleistocene sediments of the San Pedro and Palos Verde Sands deposits, known to produce limited vertebrate fossils. It is unlikely *in situ* deposits of fossiliferous sediments will be encountered during project construction. However, there is a potential to encounter unknown paleontological resources during excavation activities. Mitigation Measure 4.4-1 addresses potential impacts with regard to discovered paleontological resources.	**4.4.1** In conjunction with the submittal of applications for rough grading permits for the proposed project, the City of Long Beach Director of Planning and Building shall verify that a paleontologist who is listed on the County of Los Angeles list of certified paleontologists has been retained and will be on site during all rough grading and other significant ground-disturbing activities in paleontologically sensitive sediments. In the event that fossil resources are noted within the project area, construction in the vicinity of the find will be halted until the discovery can be evaluated. If the discovery is determined to be important, the project proponent shall initiate a paleontological recovery program to collect the fossil specimens and all relevant lithologic and locality information about the specimen. This may include the collection and the washing and picking of up to 6,000 pounds per locality of mass samples	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	to recover small invertebrate and vertebrate fossils. The results of the fossil recovery program will be documented in a technical report that will include an itemized inventory of specimens. Specimens recovered during grading activity shall be prepared to a point of identification and permanent preservation. All recovered fossils shall be placed within a museum repository that is capable of accepting the recovered fossils and that has a permanent retrievable storage. The project proponent shall be responsible for all costs associated with this recovery program and report preparation.	
Archaeological and Prehistoric Resources. During a cultural resources survey, marine shellfish were identified along the northern portion of the project area, which can be an indication of prehistoric use at the site. The shellfish were determined to be a result of dredging the intake channels to cool the electrical generating plant. This determination was made based on the association of both valves of some of the bivalves observed in the deposits, indicating that the shells were not gathered by humans for food. No evidence of prehistoric use of the project area was found. Because the project area was originally tidal marshland, there is little potential for buried prehistoric resources, and no prehistoric resources have been previously recorded within 0.5 mile of the project area. However, since there is the possibility that human remains may be encountered during excavation activities, Mitigation Measure 4.4-2 is required to address this issue.	**4.4.2** If human remains are encountered, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made a determination of the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of the human remains and items associated with Native American burials.	Less than significant
4.5: GEOLOGY AND SOILS		
Shrinkage and Subsidence. The project site is not located within an area of known subsidence that may be associated with groundwater or petroleum withdrawal, peat oxidation, or hydrocompaction. Thus, the potential site constraint associated with land subsidence is considered low, and no mitigation is required.	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
For estimating earthwork volume, an average shrinkage value of 15–20 percent and subsidence of 0.1–0.2 foot may be assumed for the surficial soils (GPI 2003). These values are estimates only and exclude losses due to removal of vegetation or debris. Actual shrinkage and subsidence will depend on the types of earthmoving equipment used and will be determined during grading. Potential impacts from shrinkage are considered less than significant, and no mitigation is required.		
Wastewater Disposal. The project does not include the use of septic tanks or alternative methods for disposal of wastewater into the subsurface soils. A new sewer line is proposed. Refer to Section 4.10, Public Services and Utilities, for a detailed discussion of this project component.	No mitigation is required.	Less than significant
Seismic Considerations. The project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone, nor is it currently identified by the regulatory community as being located within zones of either primary or secondary co-seismic surface deformation (e.g., pressure ridges, escarpments, fissures). Thus, the site is not expected to experience primary surface fault rupture or related ground deformation during the life of the proposed development. However, since the site is only 0.6 mile northeast of the recognized surface traces of ground deformation within the Newport-Inglewood Structural Zone (Figure 4.5.2), which is the nearest Alquist-Priolo fault to the site, significant ground shaking or secondary seismic ground deformation effects may be anticipated at the site should a major seismic event occur along the Newport-Inglewood Structural Zone or any active faults. Mitigation Measure 4.5.1 requires the City to review final design plans for structural engineering compliance and to approve the plans prior to issuance of grading permits. Therefore, potential seismic ground-shaking impacts will be less than significant with mitigation incorporated.	**4.5.1** Prior to issuance of building permits, the City of Long Beach Building Official (or designee) and the City of Long Beach Director of Public Works are required to review and approve final design plans to ensure that earthquake-resistant design has been incorporated into final site drawings in accordance with the most current California Building Code and the recommended seismic design parameters of the Structural Engineers Association of California. Ultimate site seismic design acceleration shall be determined by the project structural engineer during the project design phase.	Less than significant
Erosion Potential. There is the potential for soil erosion to occur at the site during site preparation and grading activities. Large areas of soil will be exposed to wind and water erosion. After construction of buildings and parking lots and establishment of the landscaped areas, erosion potential will be minimal. Mitigation measures are required to reduce fugitive dust and transport of soil into Los Cerritos Channel and the San Gabriel River (refer to Section 4.2, Air Quality, and Section 4.7, Hydrology and Water Quality, respectively). With implementation of these standard control measures, soil erosion potential will be reduced to less than significant levels.	Refer to Mitigation Measures 4.2.2 and 4.2.3.	Less than significant
Liquefaction. One- to two-foot-thick sand layers at depths between 11 and 33 feet below grade exhibit marginal resistance to liquefaction (GPI 2003).	**4.5.2** A detailed geotechnical investigation of the site shall be conducted prior to the project design	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
Should liquefaction of these layers occur, the estimated magnitude of total dynamic settlement is expected to range between one-half and three-fourths inch. The main impact would be settlement of the ground surface. The projected settlement due to liquefaction is not considered significant. However, in order to design an adequate foundation to accommodate geotechnical constraints such as liquefaction, a detailed geotechnical investigation will be conducted during final design. Therefore, Mitigation Measure 4.5.2 will reduce potential liquefaction impacts to a less than significant level.	phase. This investigation shall evaluate liquefaction potential, lateral spreading hazards, and soil expansiveness and shall determine appropriate design consistent with the most current California Building Code. A corrosion engineer shall design measures for corrosion protection. Site-specific final design evaluation and grading plan review shall be performed by the project geotechnical consultant prior to the start of grading to verify that recommendations developed during the geotechnical design process are appropriately incorporated in the project plan. Design and grading construction shall be performed in accordance with the requirements of the California Building Code applicable at the time of grading, appropriate local grading regulations, and the recommendations of the project geotechnical consultant as summarized in a final report, subject to review by the City of Long Beach Building Official prior to issuance of grading permits.	
Lateral Spreading. A potential result of soil liquefaction on site is lateral spreading. Hypothetically, if there was soil failure at this site, the ground surface would move laterally downgradient toward the river along the southern site boundary. For lateral spreading to occur, the layers subject to liquefaction should be continuous across the site and have an overburden-normalized standard penetration test blowcount (sandy soils) of less than 15. At one cone penetration test location, two soil layers were found that exhibit a test blowcount of less than 15 (GPI 2003). Since these layers are not continuous across the site, lateral spreading is not considered likely. However, in order to ensure that the final foundation design has considered potential lateral spreading hazards, a detailed geotechnical investigation is necessary. Mitigation Measure 4.5.2 requires this investigation as well as plan review by the geotechnical consultant and the City. Therefore, potential impacts regarding lateral spreading will be less than significant with mitigation incorporated.	Refer to Mitigation Measure 4.5.2.	Less than significant
Expansive Soils. The on-site clayey soils have an expansion potential of medium to high and are considered to be severely corrosive to steel (GPI 2003; Mission 2004). Without protection, structural foundations could be	Refer to Mitigation Measure 4.5.2.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
affected, potentially leading to foundation failure. Mitigation Measure 4.5.2 will ensure that recommendations would be provided in a comprehensive geotechnical report to mitigate these geotechnical constraints during the design and construction of the site.		
Site Preparation. Site preparation includes removal of existing facilities, excavation, subgrade preparation, placement and compaction of fill, foundation preparation, floor slab preparation, positive surface gradient preparation, and pavement of other areas. The subgrade will require stabilization to facilitate fill placement and support earthmoving equipment. Fill material type, placement, and compaction will be inspected by the on-site geotechnical engineer, who will also perform soil tests as necessary. Mitigation Measure 4.5.3 will reduce potential impacts related to site preparation to a less than significant level.	**4.5.3** Site preparation (removal of existing facilities, excavation, subgrade preparation, placement and compaction of fill, foundation preparation, floor slab preparation, positive surface gradient preparation, and pavement of other areas) shall be conducted consistent with the recommendations of the design-level detailed geotechnical investigation summarized in a final report, subject to review and approval by a City of Long Beach Building Official prior to issuance of grading permits. The project geotechnical engineer shall observe all excavations, subgrade preparation, and fill activities and shall conduct soils testing as necessary, consistent with local, State, and federal regulations.	Less than significant
4.6: HAZARDOUS MATERIALS		
Demolition of Above Ground Storage Tanks. Tanks 1–3 are empty and Tank 4 contains approximately 30 inches of water and oil. Additionally, the soil beneath the tanks has been impacted by petroleum hydrocarbons (No. 6 fuel oil) and arsenic. Improper handling of the tanks, conveyance systems, and associated equipment during demolition and removal could result in impacts to the on-site and off-site environment. Mitigation Measure 4.6.1 will reduce potential impacts from tank removal to less than significant levels.	**4.6.1** Prior to issuance of any demolition permits, the project applicant shall submit an application to the City of Long Beach Fire Department for approval to remove Tanks Nos. 1–4 and 6 and associated pipeline conveyance systems from the property. The application package shall include documentation of approval of the removal process by AES Alamitos and Pacific Energy. The City of Long Beach Fire Department shall review the application for compliance with local, State, and federal requirements with tank-handling procedures including sampling and disposal of tank contents, sampling of subsurface soils, and transport and disposal of tanks and soils/liquids. The City of Long Beach Fire Department shall oversee and monitor the operation in accordance with local, State, and federal requirements.	Less than significant
Handling and Disposal of Hazardous Substances. Potential hazardous substances in structures proposed for demolition may be present, and	**4.6.2** Prior to issuance of any demolition permits, predemolition surveys for ACMs and LBPs	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
include asbestos, lead-based paint, and PCBs. Implementation of Mitigation Measure 4.6.2 will reduce potential impacts to less than significant levels.	(including sampling and analysis of all suspected building materials) and inspections for PCB-containing electrical fixtures shall be performed. All inspections, surveys, and analyses shall be performed by appropriately licensed and qualified individuals in accordance with applicable regulations (i.e.: ASTM E 1527-00, and 40 CFR, Subchapter R, Toxic Substances Control Act [TSCA], Part 716). All identified ACMs, LBPs, and PCB-containing electrical fixtures shall be removed, handled, and properly disposed of by appropriately licensed contractors according to all applicable regulations during demolition of structures (40 CFR, Subchapter R, TSCA, Parts 745, 761, and 763). Air monitoring shall be completed by appropriately licensed and qualified individuals in accordance with applicable regulations (e.g., SCAQMD) both to ensure adherence to applicable regulations and to provide safety to workers and the adjacent community. The project applicant shall provide documentation (e.g., all required waste manifests, sampling, and air monitoring analytical results) to the City of Long Beach Health Department showing that abatement of any ACMs, LBPs, or PCB-containing electrical fixtures identified in these structures has been completed in full compliance with all applicable regulations and approved by the appropriate regulatory agency(ies) (40 CFR, Subchapter R, TSCA, Parts 716, 745, 761, 763, and 795 and CCR Title 8, Article 2.6). An Operating & Maintenance Plan (O&M) shall be prepared for any ACM, LBP, or PCB-containing fixtures to remain in place and will be reviewed and approved by the City Health Department.	
Remaining Aboveground Storage Tank Facilities. AST No. 5 will remain in the northern portion of the site. Construction of a block wall and fence in this area and the relocation of existing pipelines to underground vaults has the potential to disturb these facilities and cause a spill.	**4.6.3** Prior to issuance of any demolition permits, the project applicant shall submit an Emergency Action Plan to the City of Long Beach Fire Department for review and approval. The plan	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
Implementation of Mitigation Measure 4.6.3 will reduce impacts to less than significant levels.	shall include documentation of review and approval by Pacific Energy. The plan shall be consistent with local, State, and federal regulations and shall provide detailed procedures in the event of a hazardous substance leak or spill from on-site facilities, including Tank No. 5 and associated equipment.	
Potential Soil Contamination. Operation of the ASTs and support facilities may have caused soil contamination. Completion of a detailed soils investigation and removal/disposal of any contaminated soils and/or groundwater is required. Implementation of Mitigation Measure 4.6.4 will reduce potential impacts from contaminated soil and groundwater.	**4.6.4** Prior to issuance of a grading permit and after removal of the ASTs, pipeline conveyance systems, and hazardous materials storage shed, a detailed soil matrix investigation workplan shall be submitted by the project applicant to the Long Beach/Signal Hill Certified Unified Program Agency (CUPA) for review and approval. The workplan shall include sampling for petroleum hydrocarbons and California Code of Regulations Title 22 metals, at a minimum, beneath the former footprints of the above facilities. The purpose of the investigation is to confirm the previously reported remediation at Tank No. 3 and to delineate the reported soil impact around and beneath Tank Nos. 1, 2, and 4. The workplan shall also include an assessment of the area beneath the concrete sump to determine whether the shallow soils have been impacted as a result of its previous operation. The Long Beach/Signal Hill CUPA will determine whether groundwater sampling is required. Within the areas of the ASTs and the hazardous material storage facility, continuous core samples of soil should be collected from borings advanced on a 50-foot grid spacing. Continuous core samples of soil should be collected from borings advanced every 100 feet along pipelines and at significant pipeline joints and terminations. Two borings should be advanced beneath the sump to collect continuous core samples of soil. Each core sample should be examined in detail by a	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	California registered geologist experienced and qualified to perform hazardous waste investigations for indications of chemical impact. Samples of the cores indicating suspected impact (from the surface and each five-foot depth thereafter, if not visually impacted) should be retained and analyzed for petroleum hydrocarbons and Title 22 metals at a minimum by a laboratory with a California Department of Health Services Environmental Laboratory Accreditation Program (DOHS-ELAP) Certifications for the analysis performed. The Long Beach/Signal Hill CUPA shall review the workplan and shall list any additional requirements. Implementation of the workplan shall be overseen by the Long Beach/Signal Hill CUPA for compliance with local, State, and federal regulations. Any additional sampling or soil or groundwater removal shall be subject to these same regulations. After remediation activity is completed to the satisfaction of the Long Beach/Signal Hill CUPA or the Regional Water Quality Control Board (if groundwater was encountered), a No Further Action Letter is to be issued prior to the commencement of rough grading.	
Methane Soil Contamination. A preliminary methane soil gas investigation of the project site detected concentration levels exceeding current regulatory thresholds in shallow soils. To delineate methane concentrations, further investigation is necessary after rough grading and prior to building construction and utility installation. Implementation of Mitigation Measure 4.6.5 will reduce potential methane impacts to less than significant levels.	**4.6.5** After rough grading and prior to building construction and utility installation, a detailed methane soil gas investigation workplan shall be prepared by the project applicant and submitted to the City of Long Beach Fire Department for review and approval. The methane soil gas investigation shall be performed in accordance with local industry standards. The results shall be presented in a formal report that includes recommendations to mitigate potential hazards from methane, if required. The report shall be reviewed and approved by the City of Long Beach	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	Fire Department. Based on the results of this detailed investigation, additional mitigation design may be necessary, including providing conventional vapor barriers and venting systems beneath buildings and confined spaces. Methane mitigation design shall be approved by the City of Long Beach Fire Department.	
Additional Hazardous Materials. Due to methane occurrence, undocumented fill soils, and historical use of the site, there is the potential for additional hazards to be encountered during rough grading and excavation activities. A Soil and Air Monitoring Program, which includes a Health and Safety Plan, is required to prevent significant impacts to humans and the environment during soil disturbance activities. Implementation of Mitigation Measure 4.6.6 will reduce these potential impacts to less than significant levels.	**4.6.6** Prior to issuance of a grading permit, the project applicant shall submit a Soil and Air Monitoring Program and associated Health and Safety Plan to the City of Long Beach Planning and Building Department and the SCAQMD for review and approval. The project shall include documentation of review and approval by AES Alamitos and Pacific Energy. The program shall be consistent with local, State, and federal regulations and shall encompass all soil-disturbance activities. The Health and Safety Plan shall include the following components: • A summary of all potential risks to construction workers, monitoring programs, maximum exposure limits for all site chemicals, and emergency procedures • The identification of a site health and safety officer • Methods of contact, phone number, office location, and responsibilities of the site health and safety officer • Specification that the site health and safety officer will be contacted immediately by the construction contractor should any potentially toxic chemical be detected above the exposure limits or if evidence of soil contamination is encountered during site preparation and construction	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	• Specification that the Long Beach/Signal Hill CUPA will be notified if evidence of soil contamination is encountered • Specification that an on-site monitor will be present to perform monitoring and/or soil and air sampling during grading, trenching, or cut or fill operations The Health and Safety Plan shall be provided to all contractors on site. The Health and Safety Plan is required to be amended as needed if different site conditions are encountered by the site health and safety officer.	
Routine Use of Hazardous Materials. Project construction will involve the routine use of fuels, paints, and solvents. Mitigation Measures 4.6.1 through 4.6.6, and 4.7.1 and 4.7.2 will reduce potential significant hazardous substances impacts associated with demolition, grading, excavation, and construction to less than significant levels.	Refer to Mitigation Measures 4.6.1 through 4.6.6, and 4.7.1 and 4.7.2.	Less than significant
Operations. The proposed Home Depot center would utilize, store, and sell hazardous materials such as solvents, paints, and pesticides. The other commercial/retail buildings and restaurant would use and store household hazardous materials of types and quantities typical of those types of businesses. Implementation of Mitigation Measures 4.6.7 and 4.7.4 will reduce potential impacts regarding use and storage of hazardous materials during operation to less than significant levels.	**4.6.7** Prior to application for a business license and/or certificate of occupancy, the project applicant shall submit a Hazardous Materials Release Response Plan and Inventory to Long Beach/Signal Hill CUPA for approval and permit if the site will store or utilize quantities of hazardous materials above regulatory limits. The Long Beach/Signal Hill CUPA shall determine whether any additional plans regarding hazardous materials are necessary.	Less than significant
Hazards Associated with AES Alamitos Electrical Generating Plant. The plant uses a 29 percent ammonium hydroxide solution in its units for air pollution control purposes as well as other hazardous materials in its day-to-day operations, such as lubricating oils, caustics, and oxidizers. Because the project would provide public receptors directly adjacent to the plant, Mitigation Measure 4.6.8 will reduce the potential impacts from operations or emergencies at the AES facility to less than significant levels.	**4.6.8** Prior to issuance of certificates of occupancy, the City of Long Beach Health Department and the Long Beach/Signal Hill CUPA shall review the existing Business Emergency Plan, Hazardous Materials Release Response Plan and Inventory, and the Risk Management Plan for the AES Alamitos Plant and shall determine whether additional measures/ revisions are necessary based on proposed project implementation, consistent with the California	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	Health and Safety Code Section 25500, et seq. The City of Long Beach Police Department shall review the plans to determine whether security for the plant, tanks, and distribution system is in compliance with pertinent regulations.	
Emergency Access to AST No. 5. Tank No. 5 and its associated equipment and pipelines would remain on site. There is the potential for the proposed project to inhibit access to these facilities in the event of an emergency. Additionally, pipelines for this distribution system will be relocated. Mitigation Measure 4.6.9 will reduce potential emergency response impacts related to these facilities to less than significant levels.	**4.6.9** Prior to issuance of certificates of occupancy, the applicant shall submit the updated Hazardous Materials Release Response Plan and Inventory for the Pacific Energy tanks and distribution system to the Long Beach/Signal Hill CUPA for review. The CUPA shall determine whether revisions are necessary due to proposed project implementation. The City of Long Beach Fire and Police Departments shall review and approve the proposed project plans, including the pipeline relocation for adequate emergency access and egress procedures.	Less than significant
Elevated Methane Levels During Operations. Methane could occur in elevated concentrations in subsurface soils at the site. The State has specified design features to prevent accumulation of methane in buildings. Implementation of Mitigation Measure 4.6.5 will reduce potential methane impacts with project operation to less than significant levels.	Refer to Mitigation Measure 4.6.5.	Less than significant
4.7: HYDROLOGY AND WATER QUALITY		
Groundwater Supply. The project site is not located within an area that is used for groundwater. Due to saltwater intrusion into the groundwater, the site is not utilized for groundwater recharge. There are no groundwater production wells in the vicinity. Injections wells are being used in the area to limit saltwater intrusion. Implementation of the proposed project would not result in any impact to groundwater.	No mitigation is required.	Less than significant.
Flooding and Tsunamis. The project site is not located within a 100-year flood hazard area. Additionally, the project site is approximately one mile from the Pacific Ocean and is approximately 10 feet above mean sea level. The site vicinity contains flood control infrastructure to reduce flooding in the area. Therefore, implementation of the proposed project would not result in hazards from floods or tsunamis.	No mitigation is required.	Less than significant
Water Quality During Construction. During construction, the applicant is required to adhere to the General Construction Permit and utilize typical BMPs specifically identified in the SWPPP for the project in order to prevent construction pollutants from contacting storm water and to keep all	**4.7.1** Prior to issuance of a grading permit, the City of Long Beach shall ensure that construction plans for the project include features meeting the applicable construction activity best management	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
products of erosion from moving off site into receiving waters. Construction BMPs act as physical barriers to prevent sediment and other construction-related pollutants from leaving a construction site. Implementation of Mitigation Measures 4.7.1 and 4.7.2 will reduce construction-related groundwater impacts to less than significant levels.	practices (BMPs) and erosion and sediment control BMPs published in the *California Stormwater BMP Handbook—Construction Activity* or equivalent. The construction contractor shall submit a Storm Water Pollution Prevention Plan (SWPPP) to the City that includes the BMP types listed in the handbook or equivalent. The SWPPP shall be prepared by a civil or environmental engineer and will be reviewed and approved by the City Building Official prior to the issuance of any grading or building permits. The SWPP shall reduce the discharge of pollutants to the maximum extent practicable using BMPs, control techniques and systems, design and engineering methods, and such other provisions as appropriate. A copy of the SWPPP shall be kept at the project site. The construction contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. The construction contractor shall inspect BMP facilities before and after every rainfall event predicted to produce observable runoff and at 24-hour intervals during extended rainfall events, except on days when no ongoing site activity takes place. Prestorm activities will include inspection of the major storm drain grate inlets and examination of other on-site surface flow channels and swales, including the removal of any debris that blocks the flow path. Poststorm activities will include inspection of the grate inlets, for evidence of unpermitted discharges. The construction contractor shall implement corrective actions specified by the City of Long Beach Building Official, as necessary, at the direction of the City of Long Beach Director of Public Works. Inspection records and compliance certification reports shall be submitted to the City of Long	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	Beach Director of Public Works on a monthly basis and shall be maintained for a period of three years. Inspections shall be scheduled monthly during the dry season and weekly during the wet season for the duration of project construction or until all lots and common areas are landscaped. **4.7.2** During demolition, grading, and construction, the construction contractor shall ensure that the project complies with the requirements of the State General Construction Activity National Pollution Discharge Elimination System (NPDES) Permit. Prior to issuance of demolition and grading permits, the construction contractor shall demonstrate to the City of Long Beach that coverage has been obtained under the State General Construction Activity NPDES Permit by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board (SWRCB) and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) number or other proof of filing to the City of Long Beach Building Official.	
Shallow Groundwater. Shallow groundwater has been encountered at the site during geotechnical investigations and may need to be removed during construction. Discharge of groundwater into storm drains and receiving waters has the potential to significantly impact water quality. Dewatered groundwater from the site may need to be filtered prior to discharge into storm drains. Implementation of Mitigation Measure 4.7.3 will reduce potential shallow groundwater impacts and discharge to less than significant levels.	**4.7.3** Prior to commencement of grading activities, the construction contractor shall determine whether dewatering of groundwater will be necessary during construction of the project. Any dewatering will require compliance with the State General Permit for discharges to land with a low threat to water quality or an individual permit from the Los Angeles RWQCB, consistent with NPDES requirements. Once it receives and reviews the NOI, the RWQCB will decide which permit is applicable and whether sampling is required. A copy of the permit shall be kept at the project site, available for City and/or RWQCB review upon request.	Less than significant.

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
Runoff During Construction. Construction activity has the potential to produce waste discharge and violate water quality standards. Implementation of Mitigation Measures 4.7.1, 4.7.2, and 4.7.3 will reduce potential runoff impacts to less than significant levels.	Refer to Mitigation Measures 4.7.1, 4.7.2, and 4.7.3.	Less than significant
Water Quality During Operation. Water pollution prevention measures (best management practices) are necessary to prevent adverse impacts to water resources. Implementation of Mitigation Measure 4.7.4 will reduce potential impacts to less than significant levels.	**4.7.4** Prior to issuance of a building permit, the City of Long Beach Director of Public Works shall review and approve a project Standard Urban Storm Water Mitigation Plan (SUSMP) The project SUSMP shall identify all of the nonstructural and structural BMPs that will be implemented as part of the project in order to reduce impacts to water quality to the maximum extent practicable by addressing typical land use pollutants and pollutants that have impaired Los Cerritos Channel and Reach 1 of the San Gabriel River.	Less than significant
Maintenance of Structural BMPs. Buildup of trash, debris, and sediment may impact the function of structural pollution prevention devices such as vegetated swales and hydrodynamic separator systems. Implementation of Mitigation Measure 4.7.5 will reduce these impacts to less than significant levels.	**4.7.5** Prior to issuance of a building permit, the City of Long Beach shall, under the direction of the City of Long Beach Director of Public Works, approve a plan to ensure ongoing maintenance for permanent BMPs. This plan shall include a statement from the applicant accepting responsibility for all Structural and Treatment Control BMP maintenance until the time the property is transferred. All future transfers of the property to a private or public owner shall have conditions requiring the recipient to assume responsibility for the maintenance of any structural or Treatment Control BMP. The condition of transfer shall include a provision requiring the property owner to conduct a maintenance inspection at least once a year and retain proof of inspection. In addition, educational materials indicating locations of storm water facilities and how maintenance can be performed shall accompany first deed transfers.	Less than significant
Drainage and Erosion. The project would increase peak flows for the 50-year storm from approximately 17 cubic feet per second (cfs) to 42 cfs. This	**4.7.6** Prior to issuance of a building permit, the City of Long Beach Director of Public Works/City	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
is due to the increase of impervious area from 29 percent to 88 percent. Implementation of Mitigation Measure 4.7.6 will reduce impacts to drainage and erosion to less than significant levels.	Engineer shall review and approve a final Hydrology Plan. The Hydrology Plan shall include any on-site structures or modifications of existing drainage facilities necessary to accommodate increased runoff resulting from the proposed project and shall indicate project contributions to the regional storm water drainage system. The Hydrology Plan shall show all structural BMPs, consistent with the project SUSMP.	
4.8: LAND USE		
Physically Divide an Established Community. The project site is currently developed as an oil tank storage facility surrounded by established industrial and residential uses. Implementation of the proposed project would result in the construction of a centrally located commercial shopping center. The project site does not currently connect with or serve as a focal point in the community. As a commercial center, the proposed project will serve community retail needs. Therefore, implementation of the proposed project would not result in the physical division of an established community.	No mitigation is required.	Less than significant
Conflict with any Applicable Habitat Conservation Plan or Natural Community Conservation Plan. The proposed project will not conflict with any habitat conservation plan or natural community conservation plan. There are no such plans applicable to the project site.	No mitigation is required.	Less than significant
Conflict with Applicable Land Use Plans, Policies, or Regulations. • **General Plan.** The proposed project, a commercial shopping center, is consistent with the current General Plan designation for the site (LUD No. 7), and a General Plan amendment is not required for project implementation. • **Local Coastal Program (LCP).** As stated above, the proposed project site is located in the Coastal Zone and is therefore subject to the requirements and limitations of the LCP for the City of Long Beach. As such, the proposed project will require a Local Coastal Development Permit to allow construction and operation of the project. • **Zoning Ordinance.** As previously stated, the proposed project would require a CUP and standards variances but would otherwise be consistent with the current zoning designation, Planned Development (PD-1).	**4.8.1** City of Long Beach Planning Commission approvals of the proposed project shall include approval for the Site Plan Review, a Local Coastal Development Permit to allow construction and operation of a retail commercial development in the local coastal zone, a Conditional Use Permit to allow retail trade in Subarea 19 of the PD-1 zoning district (in accordance with the General Industrial Land Use Standards), and Standards Variances for those project-specific design features provided in Chapter 3.0, Project Description. The City of Long Beach Director of Planning and Building shall issue building permits consistent with the Planning Commission's Site Plan Review, Conditional Use Permit, Local Coastal Development Permit, and Standards	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
• **Citywide Strategic Plan.** Long Beach 2010, the Citywide Strategic Plan, includes several goals specific to economic development and business development in the City of Long Beach. The proposed project will serve the needs of local residents, commercial and industrial developers, businesses, and employers in south Long Beach.	Variance approvals.	
Conflict with Existing On-Site and Adjacent Land Uses. Land use incompatibilities and conflicts are characterized by substantial nuisances, such as significant unmitigated increases in traffic, noise, air pollution (including odor), or activity level, or substantial incongruity and conflict (physical and visual) with adjacent land uses. The incongruity between land uses adjoining the project site does not lead to conflict. Significant setbacks and project design sensitive to the industrial land uses adjacent to the site minimize potential land use conflicts. Project setbacks, landscaping, and design, as well as the distance between residential areas and the proposed project site (approximately 550 feet), also ensure that potential impacts to residential uses west of the Los Cerritos Channel are minimized. Specific impacts and mitigation measures are discussed in detail in the applicable sections of Chapter 4: Section 4.1, Aesthetics, Section 4.2, Air Quality, Section 4.9, Noise, and Section 4.11, Traffic and Circulation. No additional mitigation is required.	Refer to: Section 4.1, Aesthetics; Section 4.2, Air Quality; Section 4.9, Noise and; Section 4.11, Traffic and Circulation.	Less than significant
4.9: NOISE		
Off-Site Traffic Noise. Implementation of the proposed project has the potential to result in long-term traffic and stationary noise impacts; however, analysis shows that there is very little change in the traffic noise levels associated with implementation of the project; all areas would increase less than 1.0 dBA. As changes in noise levels of three dBA or less are not perceptible to the human ear in an outdoor environment, these noise level increases would be considered less than significant. No mitigation measures are required.	No mitigation is required.	Less than significant
On-Site Traffic Noise. The only on-site sensitive outdoor area planned for the proposed project area would be an outdoor eating area associated with a proposed restaurant. This eating area would be approximately 200 feet from the centerline of Studebaker Road, with a noise level of approximately 65 dBA. This exceeds the City's thresholds and would be a significant impact if not mitigated. Implementation of Mitigation Measure 4.9.1 would reduce impacts to less than significant levels.	**4.9.1** At the time of Plan Check, the City of Long Beach Zoning Administrator shall verify that project plans include a six-foot concrete block or Plexiglas wall between Studebaker Road and any project outdoor eating areas (adjacent to Studebaker Road).	Less than significant
On-Site Stationary Noise Sources. • On-site noise generators include loading/unloading activities in the rear	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
of the home improvement warehouse. The closest distance between the loading dock to the residences west of Studebaker Road is 1,750 feet. A four-foot-high wing wall would extend approximately 75 feet east from the building to screen the loading area. The noise level with loading/unloading activities is expected to be 34 dBA, lower than the traffic noise on Studebaker Road. No impact is anticipated, and no mitigation is required. • The proposed Garden Center will be located at least 1,600 feet from the nearest residences. This distance will lessen the effects of noise impacts associated with the Garden Center. No impact is anticipated, and no mitigation is required. • The proposed commercial/retail buildings along Studebaker Road near Loynes Drive would be located along the western side of the site, with the closest residences approximately 600 feet away. The anticipated loading/unloading activities associated with these buildings is anticipated to be lower than traffic noise on Studebaker Road and below the nighttime level established by the City. No impact is anticipated, and no mitigation is required. • Parking would be located throughout the site. The front parking area adjacent to Studebaker Road is more than 600 feet from the nearest residences to the west. At this distance, the level of parking noise is lower than that of the traffic on area roads or the loading/unloading activities discussed above. No impact is anticipated, and no mitigation is required. • Other proposed site improvements, including construction of trash and palette enclosures, are proposed in the rear of the Home Depot building. Noise associated with these activities would not be any greater than noise levels associated with loading/unloading activities and would not affect off-site users. No impact is anticipated, and no mitigation is required.		
Construction Noise. Short-term noise impacts associated with construction activities include the transportation of construction equipment, materials, and construction crews to the site. This would incrementally increase noise levels on access roads leading to the site. Additionally, short-term noise impacts related to excavation, grading, and construction will be generated on site. While the main construction for the project will be concentrated approximately 800 feet from the nearest residences, implementation of Mitigation Measure 4.9.2 will reduce impacts to less than significant levels.	**4.9.2** Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and on federal holidays; and 9:00 a.m. to 6:00 p.m. on Saturdays. In accordance with the City of Long Beach's standards, no construction activities are permitted outside of these hours, and no construction is permitted on Sundays without a special work permit. At the time of plan check, prior to issuance of grading and building permits,	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	the City of Long Beach Zoning Administrator shall verify that construction hour limitations are noted on building and grading plans.	
4.10: PUBLIC SERVICES AND UTILITIES		
Service Ratios, Response Times, or Other Performance Objectives. • **Fire Protection.** The project will increase the number of on-site visitors and employees, which can result in an increase in calls for emergency fire and medical services. The project will comply with all LBFD and CFC requirements, including access, placement of fire hydrants, and the use of sprinkler and standpipe systems. Impacts to emergency response times are not anticipated. The City of Long Beach Fire Department already has response times that exceed Department goals, and project implementation will remain unchanged in terms of service delivery. The proposed project will not require 10 or more additional personnel to maintain acceptable service ratios, response times, or other performance objectives. No significant impacts to fire protection are anticipated. • **Law Enforcement.** The proposed project does not include residential development that would generate additional population. However, the project may generate approximately 316 employees. The nature of the proposed project will also lead to an increase in the number of people visiting the site who may generate additional calls for police services, and there is some concern about increases in theft, burglaries, and other property-related crimes on site related to the additional patrons and increased opportunities for commercial patrons and employees to pose as targets. This increase may generate additional calls for police services. Although the Police Department does not expect existing response times to change with project implementation, the existing response time in the City is 5.2 minutes, which is 0.2 minute below the goal of 5 minutes. Mitigation Measure 4.10.3 requires the implementation of a Security Plan to reduce project impacts on police service to less than significant levels.	**4.10.3** The project applicant shall submit a Security Plan for the review and approval of the City of Long Beach Chief of Police and the City of Long Beach Director of Planning and Building prior to the issuance of any building permits. The Security Plan shall incorporate Crime Prevention Through Environmental Design (CPTED) principles and other crime-prevention features that shall include, but not be limited to, the following: • Interior and exterior security lighting • Alarm systems • Locking doors for all employee locations • Use of vines and other landscaping to discourage graffiti and unauthorized access • Bonded security guards • "No Loitering" signs posted at various locations throughout the project site • Surveillance cameras for each business and all on-site parking areas • Surveillance cameras located on site that are capable of thoroughly monitoring Channel View Park, the Vista Street/Loynes Drive intersection, and the Vista Street/Silvera Avenue intersection. All surveillance cameras shall continuously monitor all on-site and off-site locations on a 24-hour basis, and all surveillance camera video recording equipment shall have a minimum continuous two-week capacity to the satisfaction	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	of the City of Long Beach Chief of Police. The City of Long Beach Director of Planning and Building shall verify inclusion of all required physical public safety improvements prior to issuance of any building permits. All physical requirements in the approved Security Plan shall be installed and fully operational prior to issuance of any Certificate of Occupancy.	
Demand for Electricity and Natural Gas. • **Natural Gas.** The supply and distribution of natural gas within the area surrounding the project site will not be reduced or inhibited as a result of project implementation, and levels of service to off-site users will not be adversely affected. Project compliance with Title 24 standards will further reduce any potential impacts on natural gas resources. Substantial adverse impacts related to the provision of natural gas services to the project site will not occur, and the proposed project will not result in the use of substantial amounts of natural gas. Therefore, no significant impacts to local or regional supplies of natural gas will occur as a result of the proposed project. • **Electricity.** The proposed project includes the construction and installation of a new on-site electricity distribution system that will connect to existing overhead transmission facilities on Studebaker Road and along the southern project boundary. The supply and distribution of electricity to the project site will not disrupt power to the surrounding area or adversely affect service levels. Impacts will be less than significant.	No mitigation is required..	Less than significant
Water Entitlements/Water Supplies. The proposed project includes the replacement of existing on-site infrastructure and provides connections to existing water mains under Studebaker Road. New water lines will be constructed. A temporary, short-term increased demand for water may occur during project construction. These demands are approximately 2,660 gallons per acre per day and are not expected to have any adverse impacts on existing water systems or supplies. Upon project completion, there may be a long-term increase in demand for landscaping and operations. Based on consultation with the LBWD, the project will not necessitate new or expanded water entitlements. Additionally, private on-site water systems will be designed and constructed to provide adequate water service. Impacts related to water usage and supplies will be less than significant.	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
Water or Wastewater Treatment Facilities/Wastewater Treatment Capacity. The project will generate approximately 10,000 gallons of wastewater per day. A new private sewer system will be installed on site in accordance with the LBWD and the City's building and planning standards. Project-generated wastewater will not exceed the existing capacity of the sewer delivery system or the existing capacity of the JWPCP. Therefore, the proposed project will not require the construction of new or expanded wastewater treatment facilities. Project impacts related to the provision of wastewater treatment services are considered less than significant. Payment of a connection fee will be required before a permit to connect to existing facilities is issued. In addition, the project will be required to comply with all City of Long Beach, LBWD, and LACSD requirements for design and construction of new sewer infrastructure.	No mitigation is required.	Less than significant
Landfill Capacity and Federal, State, and Local Statutes and Regulations Related to Solid Waste. Given the percentage increase of solid waste disposal as a result of project implementation, the regional landfills and SERRF have sufficient short-term capacity to accommodate the additional demand for solid waste disposal facilities. Additionally, California State Assembly Bill (AB) 939 requires that every city and county implement programs to achieve a 50 percent reduction in solid waste taken to landfills. The proposed development will be required to incorporate storage and collection of recyclable materials into the project design and include provisions for the collection of recyclables in refuse collection contracts. Mitigation Measures 4.10.1 and 4.10.2 will assist the City in meeting its reduction goals and will reduce impacts from solid waste to less than significant levels.	**4.10.1** A Solid Waste Management Plan for the proposed project shall be developed and submitted to the City of Long Beach Environmental Services Bureau for review and approval prior to issuance of grading permits. The plan shall identify methods to promote recycling and reuse of construction materials as well as safe disposal consistent with the policies and programs outlined by the City of Long Beach. The plan shall identify methods of incorporating source reduction and recycling techniques into project construction and operation in compliance with State and local requirements such as those described in Chapter 14 of the California Code of Regulations and AB 939. **4.10.2** Prior to issuance of building permits, the City of Long Beach Director of Planning and Building shall verify that adequate storage space for the collection and loading of recyclable materials has been included in the design of buildings as well as waste collection points throughout the project site to encourage recycling.	Less than significant
4.11: TRANSPORTATION AND CIRCULATION		
Air Traffic. The Long Beach Municipal Airport is located approximately three and one-half miles northwest of the project site, and the Los Alamitos	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
Reserve Air Station is approximately two miles northeast of the site. The proposed project is not located within an aircraft flight path, the Airport Safety Zone, or current adopted noise contours. The proposed project is not anticipated to result in a change in air traffic patterns or to be impacted by the existing airports. Impacts are anticipated to be less than significant, and no mitigation is required.		
Hazards and Emergency Access. Access to the proposed project would be provided via two right-turn in/out access driveways on Studebaker Road and at the signalized intersection of Studebaker Road/Loynes Drive. The north driveway on Studebaker Road would primarily be used by vehicles destined for the north retail pad and is not anticipated to experience a high inbound demand. The south driveway would be primarily used for vehicles destined for the restaurant and retail pads. The project provides driveway aisles of 24 feet or greater, which meet City standards. In addition, all project driveway widths and parking stall widths satisfy the City's minimum requirements. Therefore, impacts to emergency access will be less than significant, and no mitigation is required.	No mitigation is required.	Less than significant
Neighborhood Street Impact. With the implementation of the proposed project, drivers could potentially "cut through" the neighborhood from 7th Street to access the project site at Studebaker Road and Loynes Drive. As discussed in Section 4.11, a quantitative analysis indicates that these possible "cut through" routes do not appear to be a reasonable or faster route to the project site. Site access via major arterials such as 7th Street and Studebaker Road are designed to accommodate heavy traffic flows and high speeds with fewer stop-controlled intersections. It is anticipated that vehicles traveling along surrounding residential streets would likely be confined to local resident use. Therefore, the potential for "cut through" traffic would be less than significant, and no mitigation is required.	No mitigation is required.	Less than significant
Parking. As discussed in Section 4.11, the City's minimum parking requirement for a commercial shopping center the size of the proposed project is 727 spaces. The proposed project would provide 742 total parking spaces on site, which exceeds the City's requirement. Therefore, no impacts are anticipated, and no mitigation is required.	No mitigation is required.	Less than significant
Congestion Management Program. As discussed throughout Section 4.11, new development projects are required to analyze potential impacts on Congestion Management Program (CMP) monitoring locations. The two CMP intersections analyzed operate at unsatisfactory levels of service in the a.m. and p.m. peak hours during cumulative baseline conditions. However, the project does not significantly impact the CMP intersections by 2 percent	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
of the capacity. Therefore, no impacts are anticipated, and no mitigation is required.		
Alternative Transportation. It is anticipated that the existing transit services within the project area would be able to accommodate the project-generated transit trips. The proposed project would not conflict with any policies, plans, or programs supporting alternative transportation. Additionally, bicycle lanes are not provided on Studebaker Road or Loynes Drive. The project's impact on transit services will be less than significant, and no mitigation is required.	No mitigation is required.	Less than significant
Construction Traffic. Construction activities associated with the development of the proposed project will include a temporary increase in traffic activities and possible delays. Regional access to the project site is anticipated to utilize State Route (SR) 22, which would minimize traffic impacts to adjacent roadway networks. Mitigation Measure 4.11.1 would minimize impacts to less than significant levels.	**4.11.1** Prior to the issuance of a grading permit, the project applicant shall, under the direction of the City of Long Beach Traffic Engineer, design and implement a construction area Traffic Management Plan. The plan shall be designed by a registered Traffic Engineer and shall address traffic control for any street closure, detour, or other disruption to traffic circulation and public transit routes. The plan shall identify the routes that construction vehicles will use to access the site, the hours of construction traffic, traffic controls and detours, off-site vehicle staging areas, and parking areas for the project. The plan shall also require project contractors to keep all haul routes clean and free of debris including but not limited to gravel and dirt.	Less than significant
Level of Service. Implementation of the proposed project has the potential to impact the Level of Service at several intersections near the project vicinity. • **Studebaker Road/SR-22 westbound ramps.** Currently, Caltrans has no plans to improve the Studebaker/SR-22 ramps, and doing so would potentially encroach into the Los Cerritos Channel. There are no feasible improvements that would mitigate the project's impact on this facility. • **Studebaker Road/2nd Street.** Regarding the provision of a shared through-right-turn lane on westbound 2nd Street, the Boeing Specific Plan Traffic Impact Analysis recommended a fair-share contribution of 85 percent for this improvement, but no there is no formal	**4.11.2 Studebaker Road/2nd Street.** Prior to issuance of any Certificates of Occupancy, the applicant, to the satisfaction of the City of Long Beach Director of Public Works, shall convert the existing westbound right-turn lane into a through lane and shall construct an exclusive westbound right-turn lane, with reimbursement if possible, according to the Boeing Specific Plan's fair-share commitment. **4.11.3 Studebaker Road/Loynes Drive.** Prior to issuance of any certificates of occupancy, the applicant, to the satisfaction of the City of Long Beach Director of Public Works, shall complete	**Studebaker Road/SR-22 westbound ramps:** Significant and adverse **Studebaker Road/2nd Street:** Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
commitment. Therefore, implementation of Mitigation Measure 4.11.2 would reduce the weekday impact at this intersection to less than significant levels. • **Studebaker Road/Loynes Drive.** Project design features are included to reduce the impact to a less than significant level. Since these features are required to mitigate a significant impact associated with the proposed project, Mitigation Measure 4.11.3 includes these features and therefore reduces the weekday impact to a less than significant level. • **Pacific Coast Highway/7th Street and Pacific Coast Highway/2nd Street.** According to the traffic analysis, with implementation of the proposed project, these intersections would continue to operate at unsatisfactory levels of service in the weekend midday peak hours. However, due to right-of-way constraints at both intersections, there are no feasible improvements that would mitigate the project's impacts. Therefore, the proposed project creates a significant, unavoidable impact at these intersections during the weekend period.	the following: • Provide one westbound left-turn lane, one westbound through lane, and one westbound right-turn lane at the project driveway at the Studebaker Road/Loynes Drive intersection. In addition, a northbound right-turn lane and a southbound left-turn lane shall be constructed. The inside eastbound right-turn lane shall be converted to an eastbound through lane for vehicles entering the project site. • Change the traffic signal phasing for the northbound and southbound left-turn movements at Studebaker Road/Loynes Drive to protected-permissive turn movements. • Restripe northbound Studebaker Road (36 feet wide) between the south driveway and the SR-22 eastbound ramps to provide three (12-foot-wide) through lanes. The third northbound through lane will terminate at the northbound right-turn lane at the SR-22 eastbound ramps. Any encroachment into State right-of-way will require review and approval by Caltrans.	**Studebaker Road/Loynes Drive:** Less than significant **Pacific Coast Highway/7th Street/2nd Street:** Significant and adverse

2.0 INTRODUCTION

2.1 INTRODUCTION

This Draft Environmental Impact Report (EIR) has been prepared to evaluate environmental impacts associated with the proposed Home Depot project (the proposed project) in the City of Long Beach. The City of Long Beach is the Lead Agency with authority to prepare this EIR and, after completion of the public comment/response process, is the Certifying Agency for the Final EIR (FEIR). This EIR is intended to serve as an informational document to be considered by the City of Long Beach and the Responsible Agencies during deliberations on the proposed project. The project approvals associated with the proposed project are described in Section 3.0, Project Description.

An Initial Study, prepared by the City of Long Beach, indicated that the proposed project may have a significant effect on the environment and that an EIR would be required to more fully evaluate potential adverse environmental impacts, which may result from development of the project. As a result, this EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code Section 21000, et seq.), and the State CEQA Guidelines for Implementation of CEQA (California Code of Regulations, Title 14, Section 15000 et seq.). This Draft EIR also complies with the procedures established by the City of Long Beach for implementation of CEQA.

Questions regarding the preparation of this document and City of Long Beach review of the proposed project should be referred to the following person:

City of Long Beach
Department of Planning and Building
333 West Ocean Boulevard, 7th Floor
Long Beach, California 90802
Attention: Ms. Angela Reynolds, Community and Environmental Planning Officer
(562) 570-6357

History and Evolution of the Proposed Project

On August 18, 2003, Studebaker LB, LLC, submitted an application for Conceptual Site Plan Review. The proposed project was assigned a case number and submitted to the Technical Advisory Committee (TAC) for review and comments. TAC is a service provided by the City of Long Beach for applicants to facilitate the processing of approvals required by various City departments. Usually representatives from various City departments meet with the applicant in an informal setting and discuss concerns about the project. The City of Long Beach TAC reviewed the conceptual site plan at its August 27, 2003, meeting and submitted written comments to the applicant. Comments on the conceptual site plan were provided by the Long Beach Water Department, the Long Beach Police Department, the Department of Public Works, the Department of Planning and Zoning, the Department of Building and Safety, and the Fire Department.

Project development plans were subsequently revised to address TAC review comments. On January 5, 2004, Studebaker LB, LLC, submitted an Application for Preliminary Environmental Assessment to the City of Long Beach, which started the CEQA process. The proposed project development plans were submitted for TAC review and comments again on February 9, 2005.

2.2 PURPOSE AND TYPE OF EIR/INTENDED USES OF THE EIR

The purpose of this Draft EIR is to inform decision makers and the general public of any significant adverse environmental effects associated with the proposed actions and to identify appropriate and feasible mitigation measures and alternatives that may be adopted to minimize or eliminate any significant project or cumulative effects. The Draft EIR also includes consideration of off-site alternatives and an evaluation of reasonable alternatives to the proposed project, including: (1) No Development/No Build Alternative; (2) Reduced Project Alternative; (3) Existing Zoning Alternative/Warehouse; and (4) Existing Zoning/Light Industrial.

The approach of this Project EIR is consistent with Section 15161 of the State CEQA Guidelines. A Project EIR focuses primarily on the changes in the environment that would result from transition of the project site in its current condition to development and operation of the proposed project. Therefore, this EIR will examine all phases of the proposed project including site preparation, construction, and ongoing operation of the project.

Pursuant to Section 15105 of the State CEQA Guidelines, this Draft EIR will be circulated for public review for a period of 45 days.

2.3 INITIAL STUDY, NOTICE OF PREPARATION, AND AREAS OF CONTROVERSY

On March 19, 2004, a Notice of Preparation (NOP) for the proposed project was distributed by the City of Long Beach via the State Clearinghouse. The State of California Clearinghouse issued a project number for the EIR (SCH No. 2004031093). In accordance with State CEQA Guidelines, Section 15082, the NOP was circulated to the agencies and individuals listed in Appendix A for a period of 30 days, during which time written comments were solicited pertaining to environmental issues/topics that the Draft EIR should evaluate. Residents of the City of Long Beach requested and were granted a 15-day extension on the comment period; the extended comment period closed on May 5, 2004. Responses to the NOP were received from the following agencies:

- City of Long Beach Departments
  - Long Beach Energy
  - Long Beach Police Department
  - Long Beach Fire Department
- United States Department of the Interior, Fish and Wildlife Service
- California Department of Conservation

- California Department of Fish and Game
- County Sanitation Districts of Los Angeles
- County of Los Angeles Fire Department
- County of Los Angeles Department of Public Works
- South Coast Air Quality Management District
- Orange County Transportation Authority
- Greater Los Angeles County Vector Control District
- Southern California Edison
- City of Seal Beach

The City of Long Beach held a public scoping meeting on April 7, 2004, to present the proposed project and to solicit input from interested individuals regarding environmental issues that should be addressed in this Draft EIR. Key environmental issues and concerns raised at the scoping meeting included: (1) potential traffic impacts on Studebaker and Loynes; (2) potential safety issues resulting from proximity to residential neighborhoods and schools; (3) potential impacts to nearby wetlands; (4) potential health risks associated with increased emissions from vehicular traffic; and (5) potential quality-of-life issues related to possible noise from operation of the commercial center.

The Draft EIR addresses each of these areas of concern or controversy in detail, examines project-related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures designed to reduce or eliminate potentially significant impacts. Appendix A includes the NOP, a summary of the verbal comments at the scoping meeting, and copies of written comments received.

2.4 EFFECTS FOUND NOT TO BE SIGNIFICANT

As required by State CEQA Guidelines, Section 15128, this Draft EIR must identify effects of the proposed project determined to be significant. The Initial Study prepared by the City of Long Beach (see Appendix A) determined that the following environmental effects of the proposed project will not be significant: Agricultural Resources, Population and Housing, Mineral Resources, Hazards (related to airports, wildland fires, and emergency response plans), Noise (related to groundborne vibration and proximity to an airport), Public Services (related to schools), and Recreation. These issues are briefly discussed below along with reasons they were determined not to be significant. For further information and additional discussion, please refer to the Initial Study and NOP in Appendix A of this Draft EIR.

Agricultural Resources

The project site is located in an urbanized area and is not used for agricultural purposes. The project is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Since agricultural uses are not present and the site is not zoned for agricultural use, the proposed project does not conflict with existing zoning for agricultural uses or any use protected by a Williamson Act

contract. The proposed project would not convert farmland to a nonagricultural use. Likewise, the proposed project site would not contribute to environmental changes that could result in the conversion of farmland to nonagricultural use. Therefore, this issue will not be discussed in the Draft EIR.

Population and Housing

No housing units are located on the project site, and housing displacement impacts will not occur. The proposed project is an in-fill development in an urbanized area on a site that was planned and zoned for industrial development. The project is not the type of land use that would possibly induce population growth. Rather, the proposed project is expected to serve the existing demands of the community.

The proposed project will include new businesses. However, the businesses do not represent substantial new growth in the context of the entire City of Long Beach business and employment base and are not anticipated to create indirect growth in the City of Long Beach due to the relatively small expansion of the employment base. The proposed project is expected to generate jobs for approximately 316 full-time employees. This is consistent with employment growth projections for the City of Long Beach.[1]

The proposed project will include roadway improvements to adjacent public streets and the construction of a force main to provide sewer service to the project site. These facilities will primarily serve the development parcel and will not contribute to development of other parcels. The project is an in-fill project within an existing developed community, and no significant extension of roads and infrastructure to development "fringe" or undeveloped areas is proposed. Extension of the sanitary sewer service to the project site is not considered a growth-inducing impact of the project as the force main will provide sewer service to the project site only.

The project will not induce population growth and does not include housing; therefore, this issue will not be discussed further in the Draft EIR.

Mineral Resources

The proposed project site is not a mineral resources recovery site designated on a local general plan, specific plan, or other land use plan. The project site contains no known mineral resources that would be of value to the region or to the residents of the State of California. Although oil-extraction activity occurs within the southeast portion of the City of Long Beach, there is no indication that oil is buried beneath the surface of the project site, and the geological composition of the soils beneath the site make it unlikely. Therefore, this issue will not be discussed in the Draft EIR.

[1] According to the Southern California Association of Governments, from 2000 to 2010, employment in the City of Long Beach is forecast to expand by 12.4 percent. From 2010 to 2020, employment is forecast to expand by 7.8 percent (RTP, City Projections, 2004).

Hazards

Airports. The proposed project is located more than two miles from the nearest airport facility, the Armed Forces Reserve Center near the Naval Weapons Station, Seal Beach. The project site is not located within the Airport Land Use Plan and thus is not considered subject to safety hazards from airport or military operations. Although the airspace above the project site may be used by aircraft associated with either of these facilities, it is unlikely that the project site is at risk due to airspace uses because most accidents occur during landings and takeoffs. This topic will not be discussed further in the Draft EIR.

Wildland Fires. The project site is in an urbanized setting where it is surrounded by industrial development, the San Gabriel River, and the Los Cerritos Channel. There are no open space areas with vegetation or brush that would pose a significant fire hazard. The project site is not within a designated high fire hazard area, and no impacts related to wildland fires are expected. This topic will not be discussed further in the Draft EIR.

Emergency Response Plans. The project site is bounded on the west by Studebaker Road. The proposed project will likely include improvements to this street to facilitate access to and from the proposed project site. There will be no changes to the street network that would adversely affect emergency response or evacuation plans, and the proposed project site provides access for emergency vehicles (police, sheriff, fire/paramedics). This topic will not be discussed further in the Draft EIR.

Noise

Groundborne Vibration or Groundborne Noise. Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernable; but without the effects associated with the shaking of a building, there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers, to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by the occupants as motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. The rumble noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Building damage from ground vibration is not a factor for normal transportation sources, with the occasional exception of blasting and pile driving during construction. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 decibels or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earth-moving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with groundborne vibration and noise from these sources are usually localized to areas within about 100 feet from the vibration source, although there are examples of groundborne vibration causing interference out to distances greater than 200 feet. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible.

Streets surrounding the project site are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles makes it unusual for on-road vehicles to cause groundborne noise or vibration problems. It is therefore assumed that no such vehicular vibration impacts would occur and, therefore, no vibration impact analysis on on-road vehicles is necessary.

Groundborne vibration from construction activity will be mostly low to moderate, except when pavement breaking or pile driving occurs on the project site. However, even during periods of pavement breaking, there is sufficient distance between the nearest sensitive uses (approximately 550 feet from the project site boundary) and the construction site that it is unlikely that any damage to buildings associated with these uses would occur. Therefore, this topic will not be addressed further in the Draft EIR.

Airport. The project is not located within an airport land use plan or within two miles of a public airport or private airstrip. The Long Beach Municipal Airport is located approximately three and one-half miles northwest of the project site. Based on the aircraft noise contours produced by the airport, the project site does not lie within the 60 dBA CNEL contour of the airport. Therefore, the potential for a significant impact from airport-related activities is small, and a single-event noise impact analysis is not warranted for this site. The Los Alamitos Reserve Air Station is located approximately two miles northeast of the site. This airport does not publish a noise contour; however, due to the limited use the airport is exposed to, the potential for a significant impact from airport-related activities is small, and a single-event noise impact analysis is not warranted for this site. The project site is not located within any air facility's adopted noise contours; therefore, project implementation will not result in exposure of people working on or visiting the project site to excessive noise levels attributable to the airport. This topic will not be analyzed further in the Draft EIR.

Public Services

Schools. Generally, analysis of potential impacts to school facilities focuses on impacts associated with demand for new or expanded public education facilities resulting from construction of new housing units. The proposed project will not result in a population increase or create new housing; therefore, no impacts to schools are expected. The project will be required to pay school facilities fees that will further reduce any potential impacts to less than significant levels. Therefore, this topic will not be discussed further in the Draft EIR.

Recreation

The proposed project would not generate an increased demand for recreational facilities, nor does the project include the construction of recreation facilities. Therefore, it is not anticipated that recreation facilities or the availability of recreation resources within the City of Long Beach will be affected by project implementation. Therefore, this issue will not be discussed in the Draft EIR.

2.5 FORMAT OF THE EIR

Pursuant to State CEQA Guidelines, Section 15120(c), this Draft EIR contains the information and analysis required by Sections 15122 through 15131. Each of the required elements is covered in one of the Draft EIR chapters described below.

Chapter 1.0: Executive Summary

Chapter 1.0 contains the Executive Summary of the Draft EIR document, listing all significant project impacts, mitigation measures that have been recommended to reduce any significant impacts of the proposed project, and the level of significance of each impact following mitigation. The summary is presented in a matrix (tabular) format.

Chapter 2.0: Introduction

Chapter 2.0 contains a discussion of the purpose and intended use of the Draft EIR, background on project initiation and the NOP, and areas of controversy known to the Lead Agency including issues raised by the public. A summary discussion of effects found not to be significant and, therefore, not included in the Draft EIR analysis is also included in this chapter.

Chapter 3.0: Project Description

Chapter 3.0 includes discussion of the project's geographical setting; the site's previous use as an industrial and oil production use; and the project's goals, objectives, characteristics, components, and phasing.

Chapter 4.0: Environmental Analysis, Impacts, and Mitigation Measures

Chapter 4.0 includes an analysis of the project's environmental impacts. It is organized into topical sections including Aesthetics, Air Quality, Biological Resources, Cultural and Paleontological Resources, Geology and Soils, Hazardous Materials, Hydrology and Water Quality, Land Use, Noise, Public Services and Utilities, and Transportation and Circulation. The environmental setting discussions describe the "existing conditions" of the environment on the project site and in the vicinity of the site as they pertain to the environmental issues being analyzed (Section 15125 of the State CEQA Guidelines).

The project impact discussions identify and focus on the significant environmental effects of the proposed project. The direct and indirect significant effects of the project on the environment are identified and described, giving due consideration to both the short-term and long-term effects, as necessary (Section 15126.2[a] of the State CEQA Guidelines).

Cumulative impacts are based on the build out of the project and the surrounding area, including all other known proposed projects in the surrounding area.

The discussions of mitigation measures identify and describe feasible measures that could minimize or lessen significant adverse impacts for each significant environmental effect identified in the Draft

EIR (Section 15126[c] of the State CEQA Guidelines). The level of significance after mitigation is reported in each section. Unavoidable adverse effects are identified where mitigation is not expected to reduce the effects to insignificant levels.

Chapter 5.0: Alternatives to the Proposed Project

In accordance with CEQA, the alternatives discussion in Chapter 5.0 describes a reasonable range of alternatives that could feasibly attain the basic objectives of the project and that are capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance. The four on-site alternatives analyzed in Chapter 5.0 include: (1) No Project/No Development; (2) Reduced Project; (3) Existing Zoning/Warehouse; and (4) Existing Zoning/Light Industrial.

Chapter 6.0: Long-Term Implications of the Project

Chapter 6.0 includes CEQA-mandated discussions on the following topics as required by Section 15126 of the State CEQA Guidelines: (1) the relationship between local short-term uses of the environment; (2) significant irreversible environmental changes that would result from implementation of the proposed project; and (3) growth-inducing impacts of the proposed project.

Chapter 7.0: Mitigation Monitoring and Reporting Program

Chapter 7.0 provides a list of all proposed project mitigation measures, defines the party responsible for implementation, and identifies the timing for implementation of each control measure.

Chapter 8.0: Significant Unavoidable Adverse Impacts

Chapter 8.0 describes those significant adverse environmental impacts for which either no mitigation or only partial mitigation is feasible.

Chapters 9.0, 10.0, and 11.0

Chapters 9.0, 10.0, and 11.0 provide the organizations and persons contacted during preparation of the Draft EIR, the Draft EIR preparers and technical report authors and other experts included in preparation of the Draft EIR, and the references used in this Draft EIR.

2.6 INCORPORATION BY REFERENCE

As permitted in Section 15150 of the State CEQA Guidelines, this Draft EIR has referenced several technical studies, analyses, and reports. Information from the documents that have been incorporated by reference has been briefly summarized in the appropriate section(s) of this Draft EIR along with a description of how the public may obtain and review these documents. The documents and other sources that have been used in the preparation of this Draft EIR are identified in Chapter 11, References.

3.0 PROJECT DESCRIPTION

3.1 INTRODUCTION

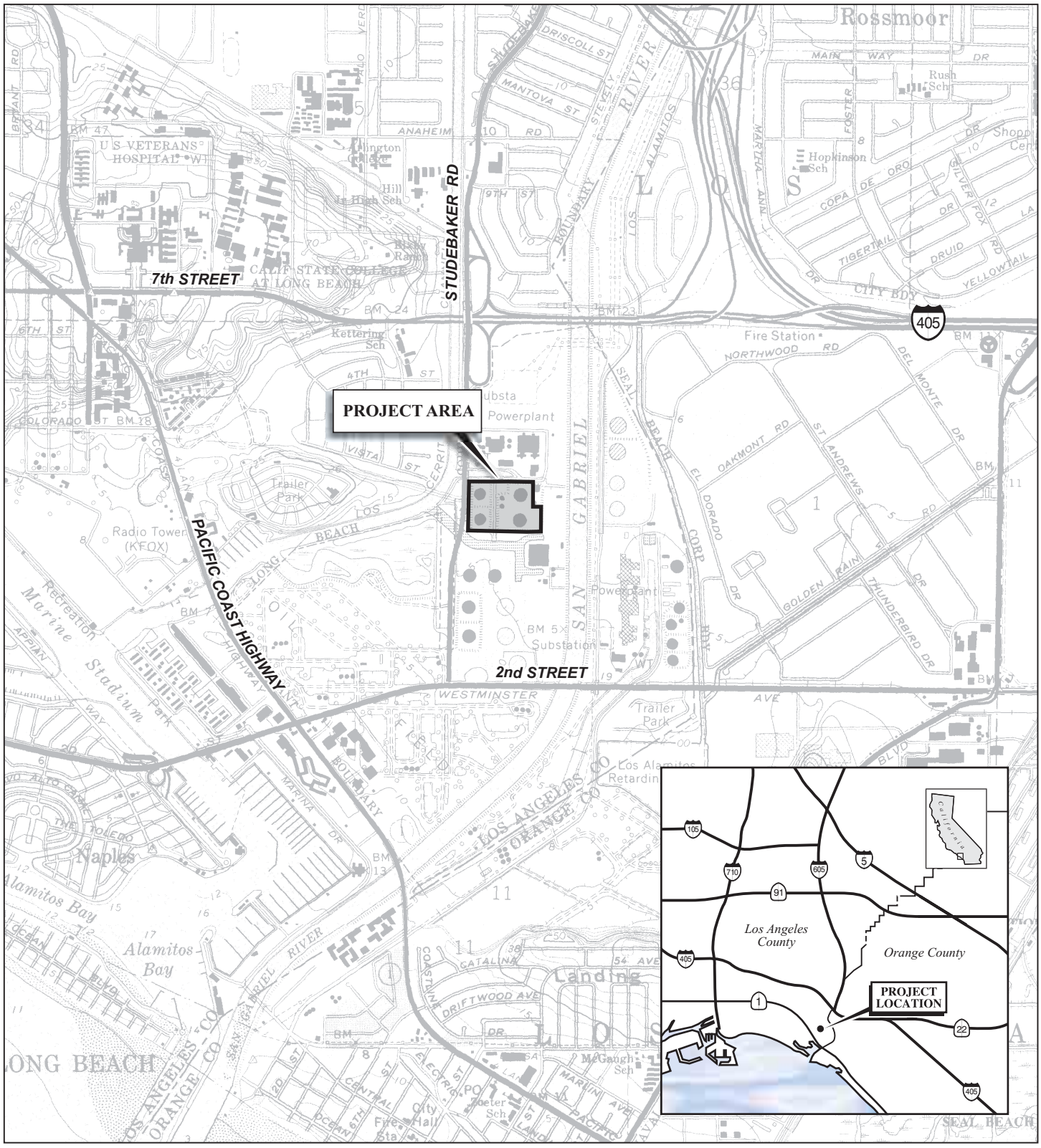
This Environmental Impact Report (EIR) has been prepared to evaluate environmental impacts that may result from the development and operation of a commercial retail center that includes a Home Depot design center on a 16.7-acre development parcel, which is located within a larger 17.8-acre parcel in the City of Long Beach (City). The City, as the Lead Agency, has the authority for preparation of this Draft EIR and, after the comment/response process, certification of the Final EIR (FEIR) and approval of the proposed project. The City and Responsible Agencies have the authority to make decisions on discretionary actions relating to the development of the proposed project. This EIR is intended to serve as an informational document to be considered by the City and the Responsible Agencies during deliberations on the proposed project.

3.2 PROJECT SETTING AND HISTORY

The proposed project site is located in the southeastern portion of the City between the San Gabriel River and the Los Cerritos Channel in the County of Los Angeles. Comprising 16.7 acres, the proposed project site is located at 400 Studebaker Road at the intersection of Studebaker and Loynes Drive. A map showing the vicinity of the project area and site location is shown in Figure 3.1.

The project site is currently developed as a "tank farm" and contains aboveground storage tanks (ASTs), pipelines, and equipment associated with petroleum product storage and transfer. Tanks 1–4 were used to store fuel oil for the surrounding electric generating plants. These ASTs are currently disconnected from the system and have capacities that range between 5.9 and 9.4 million gallons. Tanks 1 through 3 are empty, and Tank 4 contains approximately 30 inches of settled sludge collected from the bottom of all the tanks. Two smaller ASTs store cutter stock fuel (used to separate types of fuels transported through the pipelines). The capacity of the northern AST is 1.2 million gallons, and the southern AST's capacity is 840,000 gallons. The smaller of these two tanks is owned and operated by the Los Angeles Department of Water and Power (LADWP), and the other is owned and operated by Pacific Energy. The ASTs are located in bermed and lined retention basins designed to capture accidental petroleum spills. The site also contains a former hazardous material storage area, a hose storage building, a pig launching area (a series of piping and valves used to insert "pig" into the pipelines to clean them), an equipment building, underground and aboveground pipelines, two pump areas, and heating units with cylindrical natural gas tanks.

A former operator, the Edison Pipeline and Terminal Company (EPTC), used the property as part of an interconnected terminal and distribution network for various petroleum-based fuels. The former EPTC terminal and distribution network contained pipelines that connected each of the four large ASTs on the property to six major oil refineries in Southern California and collection/distribution points at the Port of Long Beach and Rancho Dominguez.



LSA

FIGURE 3.1

N

0 1000 2000

FEET

SOURCE: USGS 7.5' Quads - Seal Beach & Los Alamitos, Ca.

Home Depot East Long Beach

Project Location

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The project site and much of the surrounding area is subject to the Local Coastal Program (LCP), a City of Long Beach and California Coastal Commission approved land development and land use plan. The land use designation in the City's General Plan is Land Use District (LUD) No. 7, Mixed Use. LUD No. 7 is intended for the careful and synergistic blending of different types of land uses to vitalize an area and to support urban structure.

The property is located in Subarea 19 of the PD-1 zoning district, also known as the Southeast Area Development and Improvement Plan (SEADIP) area. Land uses permitted in Subarea 19 are based on the General Industrial (IG) zoning district. SEADIP is a Planned Development district in the City of Long Beach. Planned Development (PD) districts are zoning districts intended only for specific areas of the City. These PD districts allow flexible development plans for areas of the City that may benefit from the formal recognition of unique or special land uses and the definition of special design policies and standards not otherwise possible under conventional zoning district regulations. Purposes of the Planned Development district include permitting a compatible mix of land uses, allowing for planned commercial areas and business parks, and encouraging a variety of housing styles and densities (City of Long Beach Zoning Code, Chapter 21.37).

The SEADIP district has a total of 33 subareas, providing for a total community of residential, business, and light industrial uses integrated by an extensive system of parks, open space, and trails. In reviewing and approving site plans and tract maps for development of the areas within SEADIP, the City is guided by the goals and polices of this PD district. The environmental effects of SEADIP were evaluated in the Southeast Area Development and Improvement Plan Final Environmental Impact Report (EIR) (City of Long Beach, April 1977).

There are two water supply channels from the Los Cerritos Channel immediately surrounding the project site to the north and south. These channels provide cooling water for two groups of electric generating plants, both of which are operated by AES Alamitos, LLC. The LADWP Haynes Generating Station is located to the southeast of the project site across the San Gabriel River. There is also a petroleum storage tank farm operated by Pacific Energy located to the south. Studebaker Road forms the western boundary of the proposed project site, and facilities associated with the AES generating plants are located adjacent to the eastern boundary of the site. There are residential communities located across the Los Cerritos Channel to the west and across the San Gabriel River to the east. The Los Cerritos Wetlands are located south of the storage tank farm operated by Pacific Energy and across the Los Cerritos Channel south of the project site. An aerial map showing the location of the project in the context of its surrounding land uses, which include a mix of industrial and residential uses, is shown in Figure 3.2.

Properties surrounding the site to the north, south, and east are designated LUD 7 in the General Plan and are also located within Subarea 19 of the PD-1 (SEADIP) district. There is a small area immediately west of the project site (on the east side of the Los Cerritos Channel) that is located in Subarea 24 of SEADIP/PD1. The parcel located south of Loynes Drive is planned for an overlook and interpretive center for the Los Cerritos Wetlands, and the parcel located north of Loynes Drive is planned for use as a park and playground facility. The residential area west of the site (University Park Estates) is located in Subarea 9 of PD-1 and was developed as single-family homes in accordance with Special Permit No. S-158-62. The area is designated as LUD 7 in the City's General Plan. Development and land use standards for this residential neighborhood are in accordance with the R-1-N single-family residential zoning district.

LSA

Legend

Project Boundary

N

0 200 400

FEET

SOURCE: EAGLE AERIAL (3/2004)

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FIGURE 3.2

Home Depot East Long Beach

Aerial Photo

Direct access to the project site is provided via Studebaker Road and at the intersection of Studebaker Road and Loynes Drive. Studebaker Road, which currently terminates south of the project site, is classified as a Major Arterial in the Circulation Element of the City's General Plan. Loynes Drive is classified as a Collector Street.

3.3 PROJECT CHARACTERISTICS

The proposed project includes a Site Plan Review, a Conditional Use Permit, a Local Coastal Development Permit, a Standards Variance (open space, flagpole, and curb cuts), and a tentative parcel map to develop a Home Depot design and garden center, additional commercial retail buildings, a restaurant, parking, and associated site improvements. The project has a total of 157,529 square feet of commercial space, including a 104,886-square-foot home improvement store with a 34,643-square-foot garden center; a 6,000-square-foot sit-down restaurant with an approximately 2,050-square-foot outdoor eating area; and 12,000 square feet of other retail uses. A total of 742 parking spaces are proposed for the development consistent with City of Long Beach Zoning Code requirements. Table 3.A provides a breakdown of project square footage, and Figure 3.3 is a conceptual site plan for the proposed project. The net development site is 16.7 acres.

Table 3.A: Total Proposed Building Area

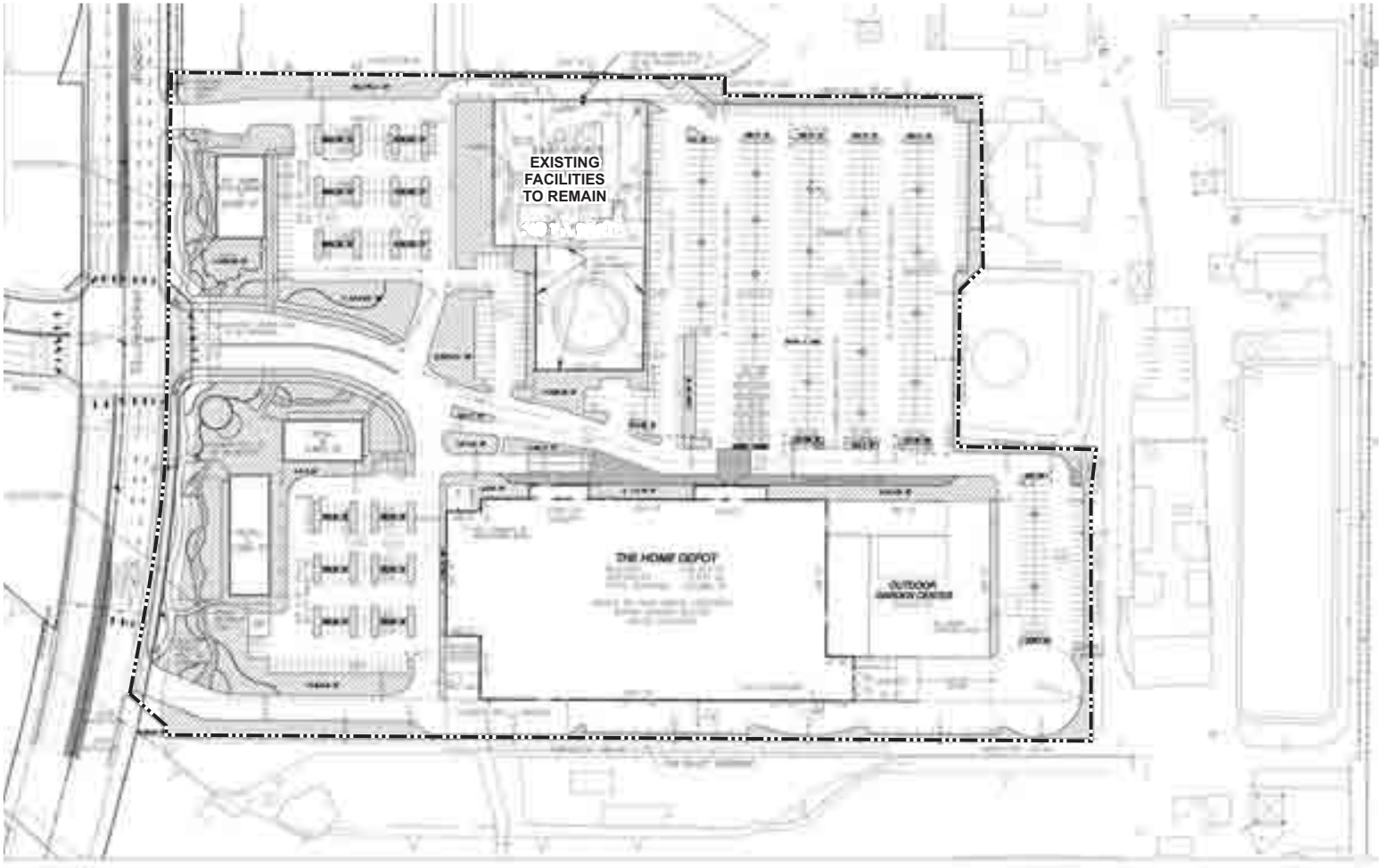
	Tentative Use	Square Footage
Home Depot	Store	104,886
	Garden Center	34,643
Pad A	Restaurant	6,000
	Outdoor Seating	2,050*
Pad B	Retail	4,800
Pad C	Retail	7,200
Total		157,529

* Outdoor seating not included in total building area

The entire project site will remain under one ownership. Home Depot and other tenants will lease portions of the project site from the landowner/applicant, Studebaker LB, LLC.

The LADWP AST and associated equipment and pipelines, the former hazardous material storage area, the hose storage building, the pig launching area, Tanks 1–4, Tank 6, and associated aboveground and underground piping will be removed as part of the project. Utility lines serving the existing distribution facility that are affected by the proposed project will be removed and/or relocated.

The Pacific Energy receiving and pump station in the northern portion of the site will remain in place after construction of the project. This area will consist of a lined retention basin that contains the cutter stock oil AST, a heating unit, two cylindrical natural gas tanks, a lube oil tank, pumps, the equipment room, and associated piping. The facility occupies approximately 1.1 acres of the 17.8-acre parcel. In addition, the existing aboveground pipelines connecting this area to the Pacific Energy tanks (via the central portion of the site) will be rerouted through the property.



LSA

- Project Area

FIGURE 3.3

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SOURCE: Greenberg Farrow

Home Depot East Long Beach
Site Plan

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The Pacific Energy distribution facility will be separated from the commercial portion of the project site by a 12-foot-high masonry block or concrete wall. A new gate into the pump station will be constructed on the northwest side of the station for maintenance and operations access by Pacific Energy personnel. In addition, a 12-foot-high concrete containment wall will be installed around the existing cutter tank immediately south of the pump station.

Any soils encountered that are contaminated with substances determined to be at hazardous concentrations will be removed in accordance with local, State, and federal standards and will be transported to a State-approved facility.

A more detailed description of project facilities is presented below. Table 3.B provides a list of project components and a description of each.

Table 3.B: Project Components

Project Component	Description
Local Coastal Development Permit	• City of Long Beach permit to allow for the construction of the proposed project in the Coastal Zone
Conditional Use Permit (CUP)	• Permit to allow retail trade in Subarea 19 of PD-1 (SEADIP)
Site Plan Review	• Review of project design, including the location and height of proposed fences and the type and amount of landscaping
Tentative Parcel Map	• Creation of parcel for existing tanks and equipment to remain
Variances	1. Exception from the Long Beach Municipal Code to permit the construction of the following curb cuts on Studebaker Road in lieu of the allowable 24-foot-0-inch-wide curb cuts. • A 66-foot-0-inch-wide curb cut at Loynes Drive • A 35-foot-0-inch-wide curb cut at the southern boundary of the site • A 30-foot-0-inch-wide curb cut at the northern boundary of the site 2. Exception from Long Beach Ordinance No. C-7827 to permit development in PD-1 (SEADIP) with less than 30 percent of the site to be retained for usable open space. 3. Exception from Long Beach Municipal Code Section 21.44.070 to permit the display of a 6-foot-wide by 10-foot-long government flag in lieu of the allowable 6-foot-wide by 6-foot-long government flag.

Project Component	Description
	4. Exception from Long Beach Municipal Code Section 21.33.130 to permit a flagpole to be placed on the roof of a building that exceeds the allowable height limit of 35 feet by 15 feet in lieu of the allowable 10 feet.
On-Site Circulation and Off-Site Street Improvements	• Three vehicular access driveways • 742 parking spaces • Streetscape improvements to the east side of Studebaker Road, including a 10-foot-wide sidewalk, parkway, and street right-of-way dedication • Studebaker Road/Loynes Drive: Add a westbound left-turn lane, westbound right-turn lane, and a westbound through lane • Restripe northbound Studebaker Road between the driveway and SR-22 to provide three through lanes • Install a traffic signal interconnect along Studebaker Road from 2nd Street to the westbound SR-22 ramp signal (Requires Caltrans approval.) • Develop and implement (with Caltrans) new traffic coordination timing for Studebaker Road for both weekday and weekend traffic conditions • Develop and implement (with Caltrans) new traffic signal coordination timing along 2nd Street from Marina Drive to Studebaker Road using existing interconnect • Develop and implement (with Caltrans) new traffic signal coordination timing along Pacific Coast Highway between Studebaker Road and 7th Street for both weekday and weekend traffic conditions • Design and construct pedestrian access across the Loynes Drive Bridge just west of Studebaker Road • Design and stripe bike lane on Loynes Drive from Studebaker Road to Pacific Coast Highway, including new bicycle push buttons at Pacific Coast Highway/ Loynes Drive and Studebaker Road/Loynes Drive
Site Demolition and Debris Removal	• Grading • Fill removal and recompaction • Removal of existing structures (e.g., tanks) and other property improvements
Construction of Home Depot facilities, including:	• 104,886-square-foot home improvement store • 34,643-square-foot garden center • Loading area/loading dock
Construction of ancillary commercial retail facilities and restaurant, including:	• 4,800-square-foot commercial retail building • 7,200-square-foot commercial retail building • 6,000-square-foot sit-down restaurant with a 2,050-

Project Component	Description
	square-foot outdoor seating area or patio
Project Lighting	• Fifty 40-foot-tall light poles in parking areas with metal halide lamps and appropriate shading to minimize light impacts. Additional lights will be mounted to buildings.
Project Signage Program	• The project includes a comprehensively planned master sign program.
Project Landscaping and Open Space	• Parkway landscaping • Perimeter landscaping • Parking lot landscaping • On-site landscaping
Sanitary Sewer Connection	• Construction and operation of a private lift station with hydropneumatic pumps and a concrete-lined holding tank with odor control system • Four-inch force main construction from project site to connection in Vista Street • Eight-inch sewer line paralleling existing sewer in Vista Street
Gas Line Extension	• Four-inch gas line connecting to an existing 14-inch gas line at the intersection of Studebaker Road and Seventh Street or an existing 16-inch gas line in Studebaker Road
Pipeline Relocation	• All three Pacific Energy lines will be rerouted along planned roads and parking areas • AES pipelines will be demolished and communication lines rerouted to planned roads and parking areas • LADWP pipeline will remain in its current location; the pig receiving facilities will be relocated to the Haynes Station
Water Quality Improvements	• Treatment Best Management Practices (BMPs) such as trash and oily water separators and bioretention for treatment of runoff from the site

Operations. The Home Depot design and garden center would operate seven days a week. The proposed center would maintain hours of operation from 5:00 a.m. to 11:00 p.m. Monday through Friday, 6:00 a.m. to 10:00 p.m. on Saturday, and 7:00 a.m. to 10:00 p.m. on Sunday.

Project Facilities

Home Depot Building. The Home Depot design and garden center building would be located on the southern portion of the property and would face north. The proposed building would consist of a tilt-up concrete structure with approximately 104,886 square feet and exterior canopies and various architectural enhancements. The main portion of the building would have a height of 32 feet and would include an entry canopy extending above the building to a height of 39 feet. The proposed

garden center would consist of approximately 34,643 square feet in a screen mesh enclosure on the east side of the main building. A customer pickup canopy is proposed on the northern facade of the building. A loading area consisting of four roll-up doors and a depressed loading dock would be located in the rear of the building facing east. At-grade loading areas will be provided at the south and east sides of the main building for lumber and garden center deliveries. Figure 3.4 shows proposed building elevations.

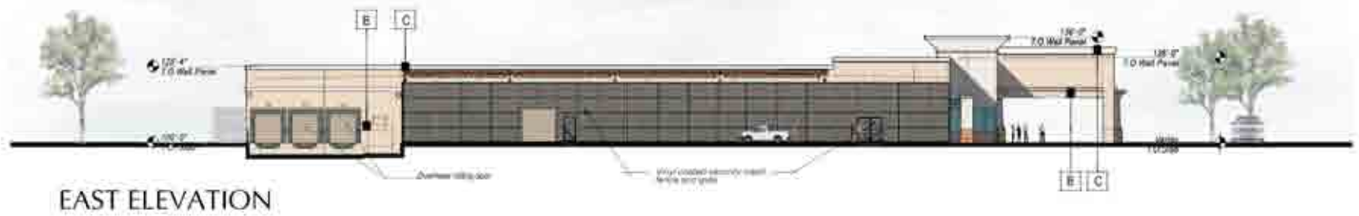
Restaurant. The project also includes a 6,000-square-foot sit-down restaurant with a 2,050-square-foot outdoor seating area or patio (Pad A). The restaurant will be located in the northwest corner of the project site adjacent to Studebaker Road. Figure 3.5 shows proposed building elevations.

Commercial Retail Buildings. The commercial retail buildings would consist of two separate structures. The first building would be located in the west-central portion of the project site adjacent to Studebaker Road and would include approximately 4,800 square feet (Pad B). The second commercial retail building would be located in the southwest portion of the project site, also adjacent to Studebaker Road, and would consist of approximately 7,200 square feet (Pad C). These buildings may be occupied by a variety of commercial retail uses, permitted or conditionally permitted, in Subarea 19 of PD-1, including building materials and hardware stores, garden supply stores, mobile home dealers, general merchandise stores, food stores, automotive dealers, gasoline service stations, apparel and accessory stores, home furniture, furnishings, and equipment stores, and miscellaneous retail stores. The composition of the tenants is related to market area in terms of size, location, and type of store. For the purposes of this environmental analysis, the commercial retail buildings (Home Depot and Pads A, B, and C) are assumed to be part of a shopping center,[1] as defined by the Institute of Transportation Engineers (7th Edition, Volume 3), that functions as a integrated group of commercial establishments that are planned, developed, owned, and managed as a unit. Figure 3.6 shows proposed building elevations for the commercial retail buildings.

Access, Parking, and Circulation. As shown in Figure 3.3, access to the site will be provided by a new primary entry at the signalized intersection of Studebaker Road and Loynes Drive and by two new secondary entries providing right in/right out access from Studebaker Road. A four-lane drive aisle leading from the intersection of Studebaker Road and Loynes Drive to a two-lane drive aisle adjacent to the Home Depot building will facilitate on-site circulation. Delivery trucks will access the loading area via a 30-foot drive aisle that will run behind the Home Depot building along the southern project boundary. Parking will generally be located in the north portion of the project site and will consist of a paved lot with driveway access to Studebaker Road and Loynes Drive (see Figure 3.3, Site Plan). The proposed project includes 742 parking stalls in adherence to City Zoning Code parking requirements.

The proposed project includes improvements to the streetscape along the east side of Studebaker Road. Curb, gutters, and a 10-foot-wide (minimum) sidewalk compliant with Americans with Disabilities Act (ADA) standards will be installed adjacent to the project site. To accommodate these

[1] Shopping centers include neighborhood centers, community centers, regional centers, and super regional centers.



SCHEME A
COLOR LEGEND
A ICI 323 "Afternoon Tea"
B ICI 551 "Manilla Tan"
C ICI 1016 "
D ICI 211 "0
E ICI 1084 "

LSA

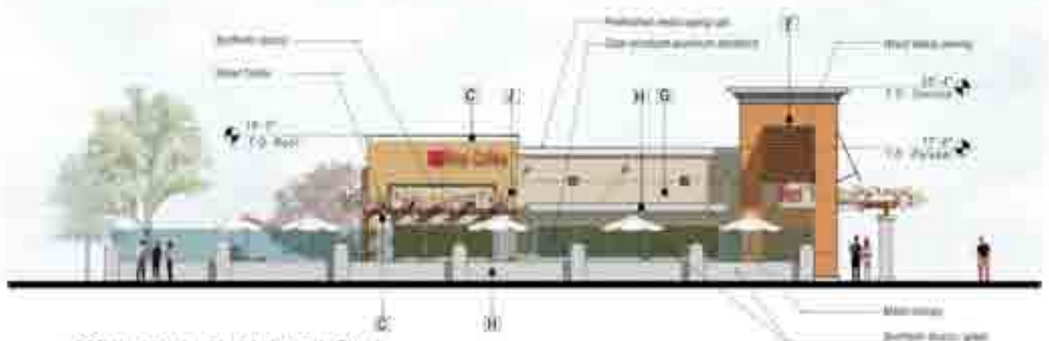
FIGURE 3.4

NO SCALE
SOURCE: GREENBERG FARROW ARCHITECTURE INCORPORATED
I:\CLB430\G\HD ELB\Elevations.cdr (3/25/05)

Home Depot East Long Beach
Conceptual Elevations

WEST ELEVATION

EAST ELEVATION



SOUTH ELEVATION

NORTH ELEVATION

SCHEME A

COLOR LEGEND

C ICI 1516 "White on White"
F ICI 338 "Coralstone"
G ICI 962 "Moss Mist"
H ICI 241 "Fashion Grey"
J ICI 468 "English Cottage"

Note:
Colors shown in this elevations are for illustrative purposes only. For actual paint color, refer to manufacturer's paint samples

LSA

FIGURE 3.5

NO SCALE

SOURCE: GREENBERG FARROW ARCHITECTURE INCORPORATED

I:\CLB430\G\HD ELB\Concept_restaurant.cdr (3/28/05)

Home Depot East Long Beach

Conceptual Restaurant Building Elevations

LSA

FIGURE 3.6

Home Depot East Long Beach

Conceptual Commercial Retail Building Elevations

NO SCALE

SOURCE: GREENBERG FARROW ARCHITECTURE INCORPORATED

I:\CLB430\G\HD ELB\Concept_retail.cdr (3/28/05)

improvements, the property line will be relocated to the inside edge of the sidewalk by dedication of street right-of-way or by granting an easement to the City of Long Beach.

Related Site Improvements. Other proposed site improvements include construction of trash and palette enclosures, security lighting, signage, and landscaping. Trash, palette, and propane enclosures are proposed in the rear of the Home Depot building facing south (Figure 3.3). A freestanding project sign would be placed at the main entrance to the project site and adjacent to the southern driveway facing Studebaker.

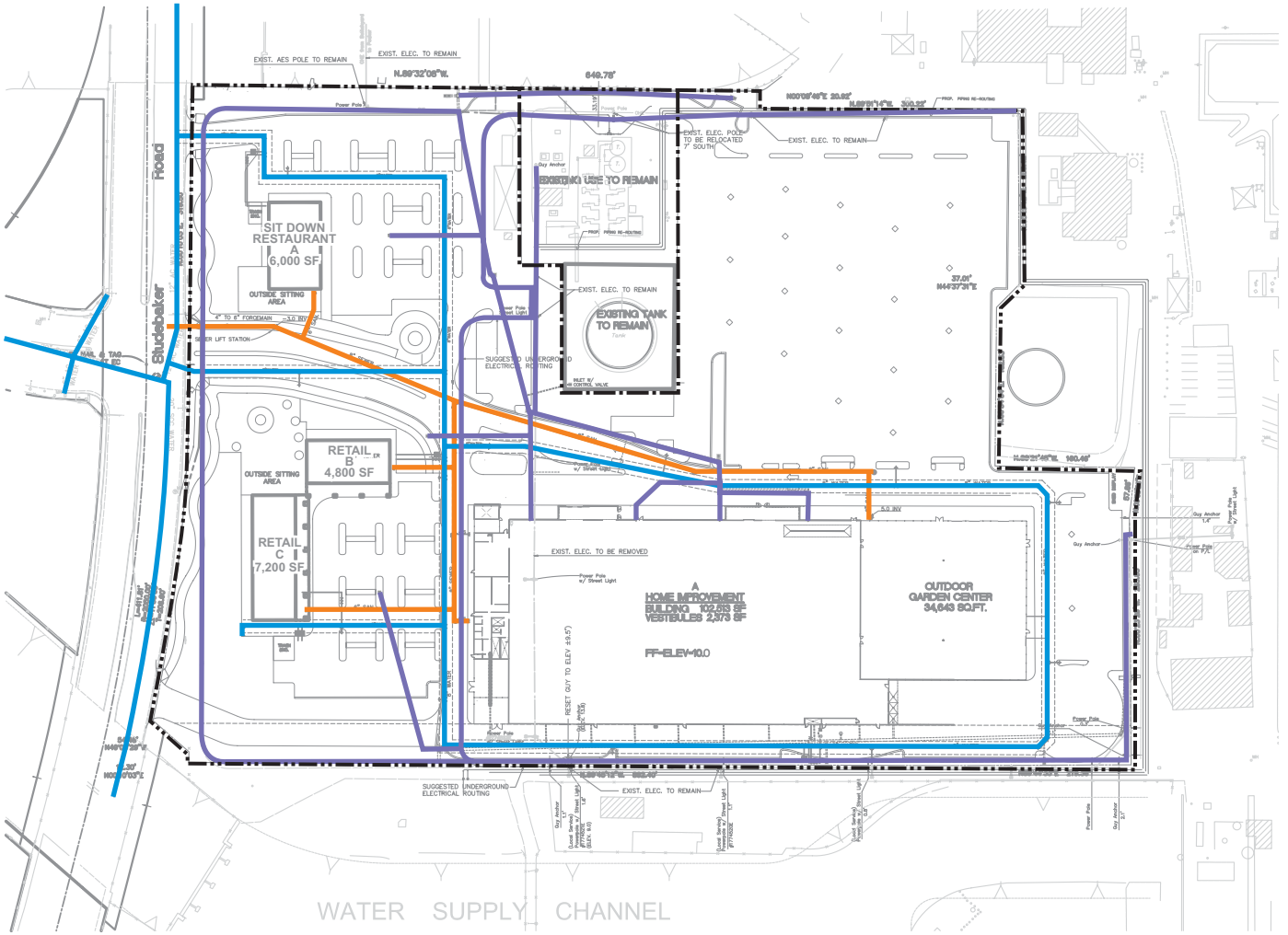
Infrastructure. Development of the retail-commercial center includes the provision of necessary infrastructure, including drainage, sewage disposal, water, solid waste, electricity, natural gas, and telecommunications.

The project infrastructure components will require improvements to, and connection with, off-site and on-site infrastructure systems. These systems, consisting of water, electricity, natural gas, telephone and cable television/telecommunication lines, sewerage, storm drains, and street improvements, will be constructed on and off site and will be fully provided and maintained by the property owners (on-site facilities), municipal agencies, or utility service providers. See Tables 3.B and 3.C for a complete list of infrastructure improvements and Responsible Agencies.

A backbone infrastructure plan has been developed to serve the proposed uses. Infrastructure plans and connections to off-site utilities are further described and assessed in Section 4.7, Public Services/Utilities.

Water, Sewer, and Gas Utilities. The on-site water, sewer, and electrical systems are depicted in Figure 3.7. The water system on site will be considered private and will be maintained by Studebaker LB, LLC. The on-site sewer system will be constructed to Long Beach Planning and Building standards and maintained by Studebaker LB, LLC. Gravity sewer lines in public streets or Long Beach Water Department (LBWD) easements will be designed to LBWD standards. The project also includes the annexation of the project site into Los Angeles County Sanitation District No. 3. The off-site natural gas lines will be constructed to City of Long Beach Energy Department (LB Energy) standards and maintained by LB Energy, the provider of natural gas within the City. Project construction includes installation of a 14-inch gas line connecting the development to an existing 4-inch gas line at Studebaker Road and Seventh Street, or an existing 16-inch gas line in Studebaker Road.

Due to the lack of existing sanitary sewer facilities at the site, two alternative methods of conveying sanitary sewage from the project site to the public sewer system were analyzed. As shown in Figure 3.8, Sewer Extension, both alternatives include paralleling the 270-foot section from the intersection of Vista and Daroca to the first manhole in the golf course with a second 8-inch sewer to remove the existing capacity constraint. The additional line will also provide additional sewer capacity to the residential neighborhood.



LSA

LEGEND

- Water
- Sewer
- Electricity

N

0 100 200

FEET

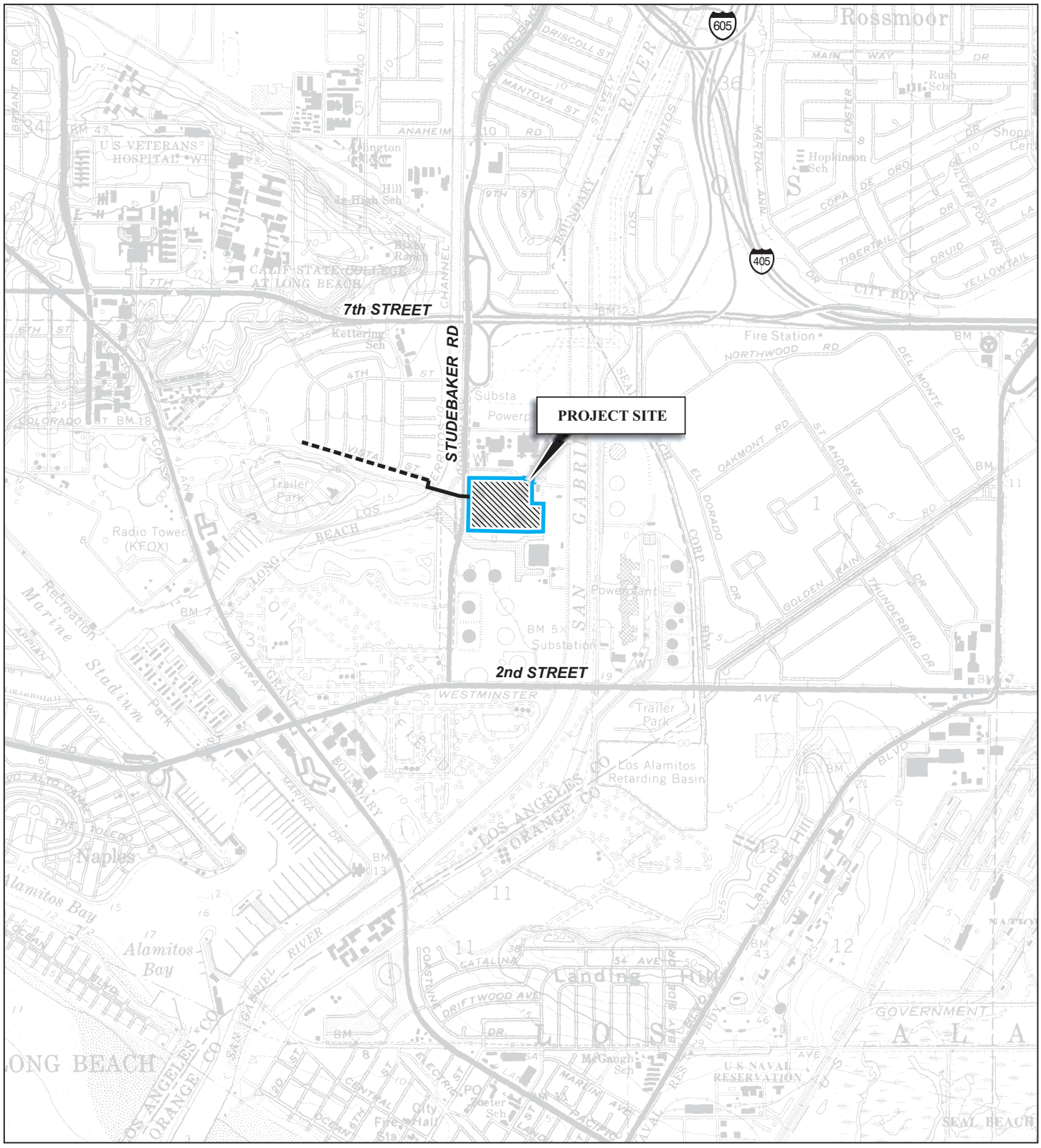
SOURCE: Madison Civil Engineering/Land Surveying

FIGURE 3.7

Home Depot East Long Beach

Conceptual Utility Plan

I:\CLB430\G\Conceptual Utility Plan.cdr (3/31/05)



LSA

FIGURE 3.8

Home Depot East Long Beach

Conceptual Sewer Line Extension

SOURCE: USGS 7.5' Quads - *Seal Beach & Los ALamitos, Ca.*

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Alternative 1 would use a lift station to convey wastewater from the project site in a force main to the bridge crossing the Los Cerritos Channel. The force main (double contained) would be mounted on the bridge and then, after crossing the bridge, continue underground by gravity to the manhole on Vista Street. An inspection port near the bridge's east end will identify whether there is a leak in the inner pipe so that corrective measures can be implemented if necessary.

The force main will emerge from three to four feet underground at the bridge embankment and will be anchored at this location with a flexible joint before continuing across the bridge. Construction of the double-contained force main crossing the bridge will be done from "above." Two man-lifts and a crane would be used to hang the pipe from the bridge. The double-contained pipe will be mounted on pipe supports anchored to the bridge.

The lift station would be equipped with primary (lead) and secondary (back-up) chopper pumps. These pumps grind large materials to eliminate potential clogging, and convey approximately 60 gpm to the public sewer on an intermittent basis. Whenever there is sufficient volume in the lift station wet well, level sensors will activate the lead pump. On average, the pumps would operate less than three hours per day. Should the lead pump fail, the back-up pump would start automatically. The pumps will be carefully selected and controlled such that the lift station cannot exceed the maximum pumping capacity allowed by the City to assure that the residential sewer will not back-up. No additional odors will be generated by this system because of continuous flow within an ecological system.

The second alternative would use a lift station equipped with a storage tank and odor control system. Wastewater from the proposed project would flow to the storage tank and be pumped after 10:00 p.m., when sanitary sewer flows are at a minimum. Even considering wet weather flow, there is sufficient capacity for discharging project wastewater at night. Similar to the first alternative, primary and secondary lift station pumps would convey flow via the same bridge crossing and gravity discharge to the Vista Street sewer. Pumps would be designed to convey approximately 100 gpm so as to not exceed the sewer capacity even with minimum flow. On average, the pumps would only run about 1.5 hours per day due to the higher pumping rate. Noise levels would be much less than the traffic noise on Studebaker Road or Loynes Drive, even at night.

The lift station would also be equipped with an odor control system to eliminate odors. Wastewater generates odors when stored for a long period of time and begins to undergo anaerobic (without air) degradation. Three types of odor control technology will be considered. The first prevents the degradation by blowing air into the storage tank. The second and third technologies remove odor that may be created by long-term (hours) wastewater storage.

A second technology uses an activated carbon canister to absorb odors. Air would be pulled from the lift station through an underground pipe, through the canister, and then discharged by the blower. The canister and blower would be located at ground level in a rectangular fiberglass soundproof enclosure approximately four feet wide by four feet tall and six feet long. Periodically, the canister would be replaced with fresh carbon.

Another type of odor scrubber uses a specialized bed of landscape materials to remove the odors. Air is pulled from the lift station to the bottom of a constructed bed containing porous chambers

to distribute flow and a naturally composted material inoculated with specialized bacteria that remove sulfide and mercaptans, the main component of the odors. The bed is kept moist with an irrigation system to provide optimum conditions for the bacteria.

Storm Drain System. A comprehensive surface drainage/storm drain system has been developed to collect and convey runoff on the project site into the two water supply channels from the Los Cerritos Channel immediately surrounding the project site to the north and south. Storm runoff from on-site development and slopes will be collected by a new on-site storm drain system and conveyed to inlet structures where it will be treated. After treatment, storm water runoff will be conveyed from the inlet structures to the intake channels and discharged.

A Preliminary Hydrology Study has been prepared for the project and is available for review at the City of Long Beach Department of Planning and Building. The project is subject to the new Los Angeles County Standard Urban Storm Water Mitigation Plan (SUSMP) and is required to implement structural or treatment control Best Management Practices (BMPs) as required (refer to Section 4.4, Water Resources).

Pipeline Relocation. As part of the proposed project, the existing facilities that service the Pacific Energy pump station and associated tanks, AES power generating station to the north of the planned development, and LADWP's fuel oil pipeline will need to be removed and/or relocated.

The Pacific Energy receiving and pump station, located in the northern portion of the project site, is served by several pipelines owned by Pacific Energy, as well as one 12-inch line owned by the LADWP. In addition, the station has one 24-inch line and two 12-inch lines that move crude oil and fuel oil into and out of tanks located to the south of the proposed development on property owned by Pacific Energy. All three lines will be rerouted through the property to maintain service to the pump station and tanks. This reroute will follow planned roads and parking areas of the development to ensure future access to the lines for inspection and maintenance. All three lines will be routed from the existing pump station on the north side of the development directly south across the property. One of the 12-inch lines and the 24-inch heated line will be contained within a concrete box structure approximately 6 feet deep (bottom of concrete box structure); the other 12-inch line will be directly buried 3 to 4 feet deep and will generally follow the route of the concrete box.

Other activities related to the pump station include relocating the rectifier system (small electrical box) for the pipeline facilities to inside the station walls; reroute of electrical service to the station, most likely via underground installation; rerouting of the natural gas service to the station; and relocation of the private fire water system on the property.

AES also has several out-of-service pipelines on the property that will be demolished and removed as part of the project. Communication lines that cross the property will be rerouted into the road and parking areas of the proposed development and follow from the north side of the property to the south side, running just west of the proposed Home Depot building.

The 12-inch pipeline owned by LADWP that enters the property on the northwest side and runs along the northern boundary and ultimately across the property to the Haynes Generating Station on the east

side of the channel will remain in its current location. The pig receiving facilities, however, will be relocated from the pump station area to the LADWP facility on the east side of the channel.

The existing LADWP cutter tank and all other existing fuel and crude oil facilities on the property will be removed from the property as part of this project.

Lighting. Security lighting is proposed throughout the parking area and would consist of energy-efficient luminaries mounted on standard light poles limited to 40 feet in height. To control nighttime lighting spill and glare, parking lot lighting poles will be designed with a reflector system to restrict light to the lower portion of the lighted area (i.e., direct light down instead of into the night sky) and turned off after business hours with the exception of security lights. The project would have 45–50 light standards with metal halide lamps spaced throughout the site and around the Home Depot building, and include an on-site transformer pad/lab box for the lighting system to be located on site at the rear of the main Home Depot building.

Landscaping and Open Space. Landscaping is proposed along the perimeter of the site, in parking area islands, and adjacent to buildings. Landscaping will consist of a combination of trees, shrubs, and groundcover. All planted areas would be irrigated according to plant type and environmental exposure by an automatically controlled, electrically activated underground piped irrigation system for water conservation and to minimize erosion. All landscaping plans and irrigation systems would conform to City Zoning Code requirements for on-site landscaping and street trees. The landscaping plan for the site is presented in Figure 3.9, Conceptual Landscape Plan. The proposed project landscaping and open space would cover approximately 23 percent of the site.

Plant material selections include weeping willows, magnolias, crape myrtles, white alders, and shrubs and ground cover, as shown in Figure 3.9. Maintenance of the project site landscaping would be the responsibility of the property owners or lessees. Trees planted within six feet of walks, curbs, or paving would be planted with a root barrier. All plantings would be finished with a 2-inch layer of shredded bark mulch.

No removal of street trees is planned, but if any trees on City property (e.g., street trees) are removed, a 2-to-1 replacement requirement applies.

Construction Period and Grading. Construction of the proposed project is anticipated to take approximately 8 to 12 months. Construction would involve demolition, clearing, grading, and construction of the proposed buildings and all site improvements. Demolition will include the removal of the LADWP AST and associated equipment and pipelines, the former hazardous material storage area, the hose storage building, the pig launching area, Tanks 1–4, Tank 6, and associated aboveground and underground piping. Proposed grading would involve cut and fill grading techniques, consisting of approximately 40,460 cubic yards of cut and 18,490 cubic yards of fill to be used for the construction of on-site embankments, which would result in a net export of approximately 21,970 cubic yards of fill material. A preliminary grading plan for the site is shown in Figure 3.10.

LSA

FIGURE 3.9

N

0 100 200

FEET

SOURCE: GREENBERG FARROW

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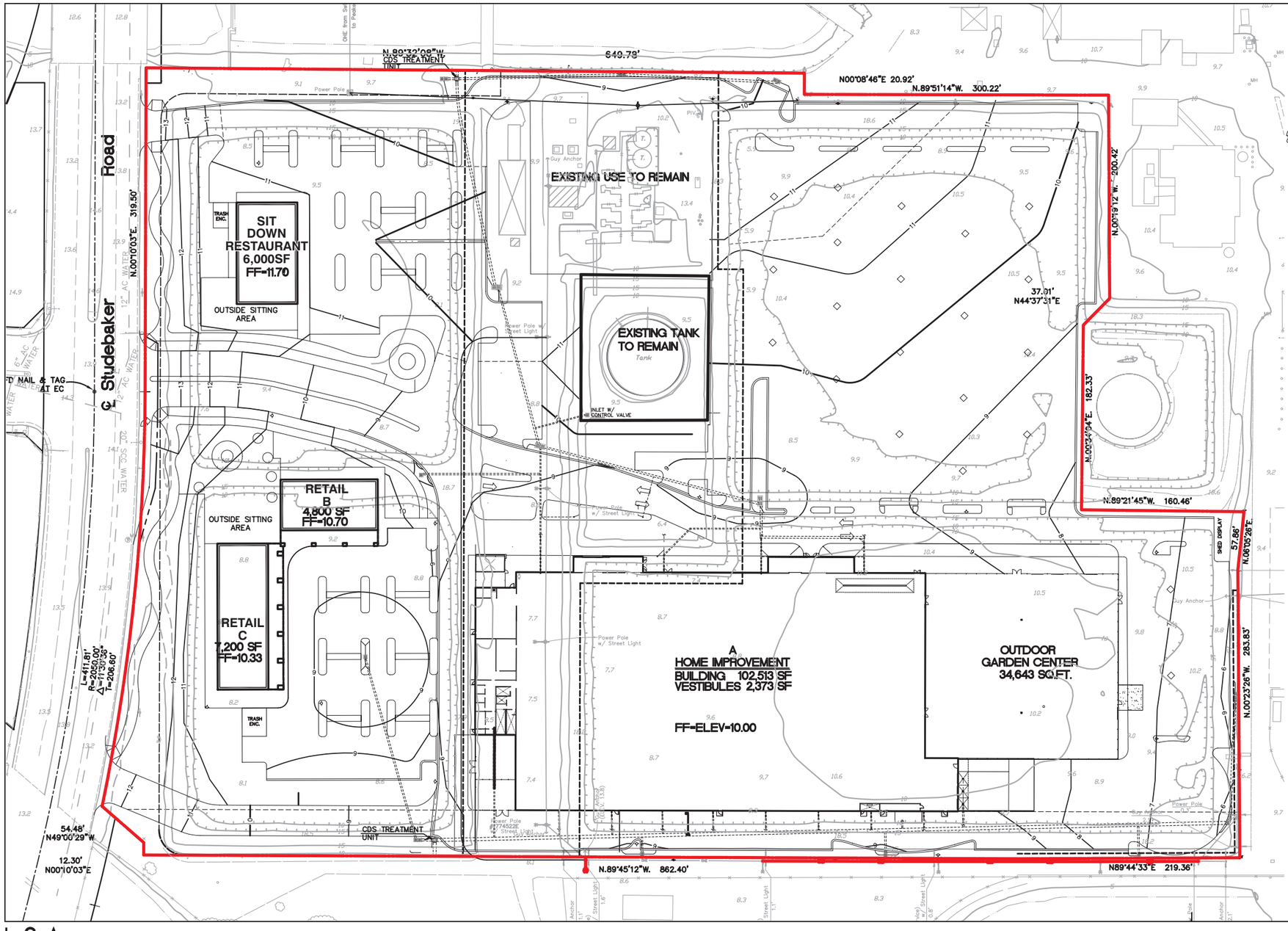
Home Depot East Long Beach

Conceptual Landscape Plan



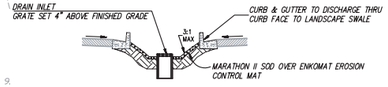
NOTES

1. BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF STUDEBAKER ROAD BEING N00°10'03"E PER L.A.S 9704-09 RECORDS OF COUNTY OF LOS ANGELES.
2. BUILDING SETBACK REQUIREMENTS PROVIDED BY THE CITY OF LONG BEACH PLANNING DEPARTMENT: ZONING – IG (GENERAL INDUSTRIAL ZONE)
   FRONT YARD: 20 FEET CITY OF LB ZONING ORDINANCE C-7827
   SIDE YARD: 0 FEET CITY OF LB ZONING CODE, TABLE 33-4
   REAR YARD: NONE CITY OF LB ZONING CODE, TABLE 33-4
3. LANDSCAPED SETBACK REQUIREMENTS PROVIDE BY CITY OF LONG BEACH PLANNING 30% MINIMUM SHALL BE DEVELOPED AND MAINTAINED AS USABLE OPEN SPACE PER CITY OF LONG BEACH ORDINANCE C-7827
4. UTILITY STATEMENT
   THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.
5. ADJACENT PROPERTY OWNERSHIP AND ASSESSOR'S PARCEL NUMBERS INDICATED HEREON WAS PROVIDED BY LOS ANGELES COUNTY ASSESSOR'S LISTINGS.
6. ZONING: IG (GENERAL INDUSTRIAL ZONE)
7. TOPOGRAPHIC MAPPING DEPICTED HEREON WAS COMPILED BY CONVENTIONAL FIELD SURVEY METHODS.
8. UTILITIES ARE PROVIDED BY:
   WATER: CITY OF LONG BEACH
   MR. LARRY OAKS
   562-570-2330
   1800 E. WARDLOW ROAD
   LONG BEACH, CA 90807

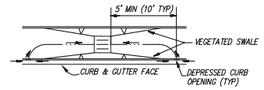
   ELECTRIC: SOUTHERN CALIFORNIA EDISON
   MR. STEVE HOPPES
   562-981-6249
   2800 E. WILLOW AVENUE
   LONG BEACH, CA 90806

   GAS: LONG BEACH GAS DEPARTMENT
   MR. MIKE ZUKOSKI, SERVICE ENGINEER
   562-570-2030
   2400 EAST SPRING STREET
   LONG BEACH, CA 90806

   TELEPHONE: VERIZON
   MR. GREG MILLER
   714-375-6716
   7352 SLATER AVENUE
   HUNTINGTON BEACH, CA 92647



TYPICAL INLET AND VEGETATIVE SWALE DETAIL
N.T.S.



TYPICAL INLET AND VEGETATIVE SWALE DETAIL
N.T.S.

EARTHWORK

STATEMENT OF QUANTITIES:
CUT: 39,500 CUBIC YARDS
FILL: 16,550 CUBIC YARDS
NET: 22,950 CUBIC YARDS (EXPORT)

Note: The quantities as shown hereon are for permit and/or bonding purposes only.

LEGAL DESCRIPTION

NOTE: THE FOREGOING LEGAL DESCRIPTION IS MADE SOLELY TO FACILITATE THE PREPARATION OF A PROFORMA TITLE REPORT AND IS NOT A LEGAL SUBDIVISION OF THE LAND PURSUANT TO THE SUBDIVISION MAP ACT OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA.

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 2 OF LOT LINE ADJUSTMENT RECORDED DECEMBER 12, 1997, AS INSTRUMENT NO. 97-1958950, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF THE EAST ONE-HALF OF SECTION 2, TOWNSHIP 5 SOUTH, RANGE 12 WEST, IN THE RANCHO LOS ALAMITOS, AS SHOWN ON PARTITION MAP RECORDED IN BOOK 700 PAGE 141 OF DEEDS IN THE OFFICE OF THE LOS ANGELES COUNTY RECORDER, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID EAST ONE-HALF;

THENCE S. 89° 49' 51" E. ALONG THE NORTHERLY LINE OF SAID SECTION 2, A DISTANCE OF 246.00 FEET TO A LINE PARALLEL WITH AND DISTANT 246.00 FEET EASTERLY OF THE WESTERLY LINE OF SAID EAST ONE-HALF OF SECTION 2;

THENCE S. 00° 10' 03" W. ALONG SAID PARALLEL LINE, A DISTANCE OF 2614.95 FEET, BEING THE MOST NORTHERLY CORNER OF THE PARCEL OF LAND CONVEYED TO BIXBY RANCH BY DEED RECORDED MAY 22, 1963 AS INSTRUMENT NO. 4371, OFFICIAL RECORDS OF LOS ANGELES COUNTY, CALIFORNIA, ALSO BEING A POINT ON THE EASTERLY LINE OF STUDEBAKER ROAD AS DESCRIBED IN GRANT OF EASEMENT RECORDED MAY 19, 1965 AS INSTRUMENT NO. 3602, OFFICIAL RECORDS, OF LOS ANGELES COUNTY, CALIFORNIA, BEING THE TRUE POINT OF BEGINNING;

THENCE SOUTHWESTERLY ALONG SAID EASTERLY LINE AND ALONG THE WESTERLY LINE OF SAID PARCEL CONVEYED TO BIXBY RANCH, ON A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 2050.00 FEET, THROUGH AN ANGLE OF 11° 30' 36" AN ARC LENGTH OF 411.82 FEET, TO THE SOUTHWEST CORNER OF SAID PARCEL CONVEYED TO BIXBY RANCH;

THENCE S. 49° 00' 29" E. ALONG THE SOUTHERLY LINE OF SAID PARCEL CONVEYED TO BIXBY RANCH A DISTANCE OF 54.48 FEET, TO A LINE PARALLEL WITH AND 246.00 FEET EASTERLY OF SAID WESTERLY LINE OF THE EAST ONE-HALF OF SECTION 2, ALSO BEING THE SOUTHEAST CORNER OF SAID PARCEL CONVEYED TO BIXBY RANCH;

THENCE S. 00° 10' 03" W. ALONG SAID PARALLEL LINE, A DISTANCE OF 12.30 FEET;

THENCE S. 89° 45' 12" E., A DISTANCE OF 862.40 FEET;

THENCE N. 89° 44' 33" E., A DISTANCE OF 219.36 FEET;

THENCE N. 00° 23' 26" W., A DISTANCE OF 283.83 FEET;

THENCE N. 06° 05' 26" E., A DISTANCE OF 57.86 FEET;

THENCE N. 89° 21' 45" W., A DISTANCE OF 160.46 FEET;

THENCE N. 00° 54' 04" E., A DISTANCE OF 182.33 FEET;

THENCE N. 44° 37' 31" E., A DISTANCE OF 37.01 FEET;

THENCE N. 00° 19' 12" W., A DISTANCE OF 200.42 FEET;

THENCE N. 89° 51' 14" W., A DISTANCE OF 300.22 FEET;

THENCE N. 00° 08' 46" E., A DISTANCE OF 20.92 FEET;

THENCE N. 89° 32' 08" W., A DISTANCE OF 649.78 FEET TO SAID LINE PARALLEL WITH AND 246.00 FEET EASTERLY OF THE WESTERLY LINE OF THE EAST ONE-HALF OF SECTION 2;

THENCE S. 00° 10' 03" W. ALONG SAID LINE, A DISTANCE OF 319.50 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM ALL "SOUTHERN CALIFORNIA EDISON COMPANY OPERATIONS IMPROVEMENTS" AS DEFINED AND SET FORTH IN THE GRANT DEED EXECUTED BY SOUTHERN CALIFORNIA EDISON COMPANY, A CALIFORNIA CORPORATION, AS GRANTOR AND AES ALAMITOS DEVELOPMENT, INC., A DELAWARE CORPORATION, A GRANTEE, RECORDED MARCH 15, 2001 AS INSTRUMENT NO. 01-424640, OF OFFICIAL RECORDS.

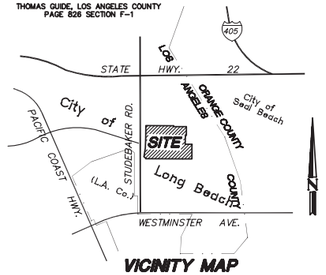
EXCEPTING THEREFROM ALL OIL, GAS, PETROLEUM AND OTHER MINERAL OR HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, TOGETHER WITH THE RIGHT TO USE THAT PORTION ONLY OF SAID LAND WHICH UNDERLIES A PLANE PARALLEL TO SAID 500 FEET BELOW THE PRESENT SURFACE OF SAID LAND, FOR THE PURPOSE OF PROSPECTING FOR, DEVELOPING AND/OR EXTRACTING SAID OIL, GAS, PETROLEUM, AND OTHER MINERAL OR HYDROCARBON SUBSTANCES FROM SAID LAND BY MEANS OF WELLS DRILLED INTO SAID SUBSURFACE OF SAID LAND FROM DRILL SITES LOCATED ON OTHER LAND, IT BEING EXPRESSLY UNDERSTOOD AND AGREED THAT SAID SELLERS, THEIR, HEIRS, SUCCESSORS AND ASSIGNS, SHALL HAVE NO RIGHT TO ENTER UPON THE SURFACE OF SAID LAND, OR TO USE SAID LAND OR ANY PORTION THEREOF, TO SAID DEPTH OF 500 FEET, FOR ANY PURPOSE WHATSOEVER, AS SET FORTH IN THE DEED FROM ERNEST A. BRYANT, JR., AND ALLEN L. CHICKERING, AS TRUSTEES UNDER THE LAST WILL AND TESTAMENT OF SUSANNA BIXBY BRYANT, ALSO KNOWN AS SUSANNA P. BRYANT, DECEASED, RECORDED JULY 27, 1953 AS INSTRUMENT NO. 889 IN BOOK 42302 PAGE 73, OF OFFICIA RECORDS.

ALSO EXCEPTING THEREFROM ALL OIL, GAS, PETROLEUM AND OTHER MINERAL OR HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, WITHOUT HOWEVER, THE RIGHT TO USE THE SURFACE THEREOF, AS EXCEPTED AND RESERVED IN THAT CERTAIN DEED TO EDISON SECURITIES COMPANY, A CORPORATION, DATED SEPTEMBER 2, 1953 AND RECORDED SEPTEMBER 15, 1953 AS INSTRUMENT NO. 2298 IN BOOK 42684 PAGE 232, OF OFFICIAL RECORDS. IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ALSO EXCEPTING THEREFROM ALL OIL, GAS, PETROLEUM AND OTHER MINERAL OR HYDROCARBON SUBSTANCES IN AND UNDER OR WHICH MAY BE PRODUCED FROM SAID LAND, TOGETHER WITH THE RIGHT TO USE THAT PORTION ONLY OF SAID LAND WHICH UNDERLIES A PLANE PARALLEL TO AND FIVE HUNDRED (500) FEET BELOW THE PRESENT SURFACE OF SAID LAND, FOR THE PURPOSE OF PROSPECTING FOR, DEVELOPING AND/OR EXTRACTING SAID OIL, PETROLEUM AND OTHER MINERAL OR HYDROCARBON SUBSTANCES FROM SAID LAND BY MEANS OF WELLS DRILLED INTO SAID SUBSURFACE OF SAID LAND FROM DRILL SITES LOCATED ON OTHER LAND, WITHOUT, HOWEVER, THE RIGHT TO ENTER UPON THE SURFACE OF SAID LAND, OR TO USE SAID LAND OR ANY PORTION THEREOF TO SAID DEPTH OF FIVE HUNDRED (500) FEET FOR ANY PURPOSE WHATSOEVER, AS PROVIDED IN DEED RECORDED MAY 22, 1963 AS INSTRUMENT NO. 4370.

APN: 7237-019-005

THOMAS GUIDE, LOS ANGELES COUNTY
PAGE 826 SECTION F-1



VICINITY MAP
NOT TO SCALE

LSA

Legend

Project Boundary

0 60 120
FEET

SOURCE: MADISON ENGINEERING

I:\CLB430\G\HD ELB\Grading.cdr (4/22/05)

FIGURE 3.10

Home Depot East Long Beach
Conceptual Grading Plan

3.4 DISCRETIONARY ACTIONS

The purpose of this EIR is to analyze the proposed development and activities further described and analyzed in Chapter 4.0, and it is intended to apply to all listed project approvals as well as to any other approvals necessary or desirable to implement the project.

This EIR is intended to inform decision makers and the public of the environmental effects of implementing the proposed project and of the mitigation measures or alternatives available that lessen or avoid significant impacts. This EIR analyzes and documents the impacts of the proposed project and all discretionary and ministerial actions associated with the project. The City of Long Beach, as Lead Agency, will use this EIR in assessing the effects of the City actions detailed below.

Development of the proposed project will require discretionary approvals by the City of Long Beach, the Lead Agency, and by Responsible Agencies. The City's discretionary actions include the following:

- Local Coastal Development Permit (LCDP) to allow for the construction of the proposed retail-commercial development within a coastal area; the discharge of treated storm water into the Los Cerritos Channel; and the construction of a sewer force main along the bridge over the Cerritos Channel in Loynes Drive
- Conditional Use Permit to allow retail trade in Subarea 19 of PD-1 (SEADIP)
- Site Plan Review
- Signage Program for the retail-commercial center
- Standards Variances for the following:
    1. Exception from the City Municipal Code to permit the construction of the following curb cuts on Studebaker Road in lieu of the allowable 24-foot-0-inch-wide curb cuts:
        a. A 66-foot-0-inch-wide curb cut at Loynes Drive
        b. A 35-foot-0-inch-wide curb cut at the southern boundary of the site
        c. A 30-foot-0-inch-wide curb cut at the northern boundary of the site
    2. Exception from City Ordinance No. C-7827 to permit development in PD-1 (SEADIP) with less than 30 percent of the site to be retained for usable open space.
    3. Exception from City Municipal Code Section 21.44.070 to permit the display of a 6-foot-wide-by-10-foot-long government flag in lieu of the allowable 6-foot-wide-by-6-foot-long government flag
    4. Exception from City Municipal Code Section 21.33.130 to permit a flagpole to be placed on the roof of a building that exceeds the allowable height limit of 35 feet by 15 feet in lieu of the allowable 10 feet
- Tentative Parcel Map

Other Ministerial City Actions

Ministerial permits/approvals, such as demolition and grading permits, building permits, and street work permits would be issued by the City to allow site preparation and construction of the proposed project and off-site project infrastructure. A ministerial permit will also be required to remove all existing trees from City-owned property, including trees in City parkways, if they cannot be incorporated into project landscaping.

Probable Future Actions by Responsible Agencies

Because the project also involves approvals, permits, or authorization from other agencies, these agencies are "Responsible Agencies" under CEQA. Section 15381 of the CEQA Guidelines defines Responsible Agencies as public agencies other than the Lead Agency that will have discretionary approval power over the project or some component of the project, including mitigation. Responsible Agencies having permitting or approval authority for some aspect of the project have been identified in Table 3.C.

Table 3.C: Probable Future Actions by Responsible Agencies

Responsible Agency	Action
State Water Resources Control Board	Applicant must submit a Notice of Intent (NOI) to Comply with the General Construction Activity National Pollution Discharge Elimination System Permit (NPDES)
County Sanitation Districts of Los Angeles County	Annexation of proposed project site to Sanitation District No. 3
City of Long Beach Water Department	Installation of sewer pipes from lift station to connection in Vista Street
California Department of Oil, Gas, and Geothermal Resources/City of Long Beach Department of Oil Properties	Petroleum pipeline relocation and abandonment
South Coast Air Quality Management District (SCAQMD)	Permit for operation of a diesel-powered emergency generator

3.5 IMPLEMENTATION/PHASING

The proposed project is planned for development in a single phase, including site preparation, grading, trenching, installation and connection of utilities, construction of access and parking, perimeter landscaping, and connection of on-site public utilities to utilities into the public street rights-of-way. Traffic circulation, storm water drainage, water, electrical, gas, and sewer system improvements will be integrated with the existing City and utility-owned infrastructure, as necessary.

3.6 PROJECT OBJECTIVES

Pursuant to Section 15124 of the CEQA Guidelines, the description of the proposed project contains a statement of the objectives of the proposed project and the underlying purpose of the project. The project objectives are based on Home Depot's Value Statement and the specific project objectives of the landowner and applicant. The objectives sought by the proposed project are as follows:

- Provide a conveniently located commercial retail center that includes a home improvement store as well as other retail center amenities that serve the needs of local residents, commercial and industrial developers, businesses, and employers in south Long Beach.
- Allow for the transition of the project site from brownfield to new uses that can provide jobs and economic activities that promote economic revitalization and growth in conjunction with the goals, programs, and policies included in the City of Long Beach's General Plan and PD-1 (SEADIP).
- Provide an economical reuse of the project site while minimizing adverse impacts to surrounding properties.
- Design and implement comprehensive site development standards that minimize adverse impacts to the environment through sensitive land use planning and design features.
- Enhance the economic vitality of the City of Long Beach and provide property tax, sales tax, and other revenue opportunities.